The Bombay Gazette.

No. 7,168.—New Series. BOMBAY :—WEDNESDAY, MARCH 3, 1869. Annual Subscription in Advance.....Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERM OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
including postage	„ 72 0
For half year in advance, delivered in Town	„ 28 0
including postage	„ 38 0
For three months' advance, delivered in Town	„ 16 0
including postage	„ 21 0
For one month, delivered in Town	„ 6 0
including postage	„ 7 12
Single Copy for Cash	„ 0 4
Back Numbers	„ 0 8

TERMS FOR ADVERTISEMENTS.

Ten lines and under	
First insertion	Rs. 5 0
Second Ditto	„ 2 8
Third Ditto	„ 2 8
Fourth and succeeding insertions	„ 0 2 As. per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	7 As. per line.
Second Ditto	4 „ „
Third and succeeding	2 „ „

In the Native languages, double the above.

Domestic Occurrences. Each—Rupee 1.

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship "Sattara," 1,237 tons, 75) H. P., Commander C. Seyts, will be despatched on Tuesday, the 16th March, at noon.

	March.		March.
Leave Bombay	16	Leave Galle	24
„ Ratnagherry	17	„ Negapatam	26
„ Vingorla	17	„ Pondicherry	27
„ Carwar	18	„ Madras	29
„ Mangalore	19	„ Coconada	31
„ Cannanore	20		April
„ Calicut	20	„ Vizagapatam	1
„ Beypore	20	„ Bimlipatam	1
„ Cochin	21	„ Gopalpore	2
„ Tuticorin	22	„ False Point	3
„ Colombo	23	Arrive Calcutta	4

This route is the most expeditious and economical for passengers for the Neilgherrie district, Bangalore and Madras, who can land at Calicut for Ootpore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

N. B.—Until further notice the steamers from Bombay and Calcutta will call at Ratnagherry and Vingorla monthly on the dates above given.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 15 days to the Persian Gulf, touching at Kurrachee, Guadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

Up.			Down.		
	Mar.	Mar.		Mar.	Apl.
Leave Bombay	8	& 22	Leave Bussorah	26	& 9
„ Kurrachee	12	26	„ Fao	28	9
„ Guadur	13	27	„ Bushire	28	11
„ Muscat	16	30	„ Linga	30	13
	April.			April.	
„ Bunder Abbas	18	1	„ Bunder Abbas	1	15
„ Linga	19	2	„ Muscat	3	17
„ Bushire	22	5	„ Guadur	5	19
„ Fao	23	6	„ Kurrachee	7	21
Arrive Bussorah	24	7	Arrive Bombay	10	24

The steam-ship "Abyssinia," 1,129 tons, 200 H. P., Commander J. Templeton, will be despatched on Monday, the 8th March, at noon.

N.B.—No cargo will be received on the day of sailing.

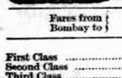
W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every MONDAY at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.



STEAM FERRIES (under contract with Government).—Steam Ferry Boats will ply across the Harbour daily, stopping at the undermentioned Bunders :—

Fares from Bombay to	Rewas.	Dhurumtur.	Oorun.	Oolwa.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.
First Class	2 0	3 0	2 6	3 8
Second Class	0 12	1 0	0 8	0 12
Third Class	0 6	0 8	0 4	0 9

The Dhurumtur Ferry leaves Carnac Bunder daily at 8 A.M., and Dhurumtur at 1 P.M.

The Oolwa Ferry leaves Carnac Bunder daily at 9 A.M., and Oolwa at 1 P.M.

Passengers are required to obtain Tickets from the Bunder Clerk previous to proceeding on board.

J. A. SHEPHERD.

Apollo Street, Bombay, 5th November 1867.

BROACH, GOGO, AND BHOWNUGGUR FERRY.

STEAM FERRY (under Contract with Government.) A Steam Ferry Boat plies daily between Broach, Gogo, and Bhownuggur.

Fares from Broach.	To Gogo.	To Bhownuggur.
First Class	Rs. 5 0	Rs. 7 0
Second Class	„ 3 8	„ 4 0
Deck	„ 1 8	„ 2 0
Horses	„ 4 0	„ 5 0
Carriages	„ 4 0	„ 6 0

Further particulars can be learnt on application to the undermentioned Agents :—

FURDOONJEE JEEWANJEE, at Broach.
RUTIALL PERMANANDASS, Gogo.
PURBHASHUNKER GOWREESHUNKER, Bhownuggur, or to the undersigned at Bombay,

J. A. SHEPHERD.

Church Street, Bombay, 12th January 1869.

THE well known first class Steamer "Phlox," Baker, Commander, will leave Bombay for the under noted places every Tuesday, taking Goods and Passengers, starting from the Apollo Bunder at 4 P.M., viz :

Hurnee.	Jeytapoor.	Vingoria.
Unjunwell.	Malwan.	Goa.
Ratnaghery.		

For Freight or Passage apply to Nusserwanjee Kersasjee, Manager, Bazaar Gate Street, and for Charter, to J. Dixon, Rampart Row.

FREIGHT AND PASSAGE DIRECT TO LIVERPOOL.

THE magnificent and commodious S. S. "American," 1,900 tons, Captain Baker, having part of her cargo engaged, will sail in all this month.

The "American" is well fitted for carrying passengers, the saloon being extensive and the staterooms well and comfortably fitted, roomy, and airy, and passengers may rely on receiving every care and attention, with a table liberally supplied.

The vessel carries a duly qualified and experienced Surgeon.

For freight and passage apply to

Bombay, 1st March 1869. G. F. PIM & Co., Agents.

FOR LONDON.

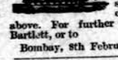
(With prompt despatch.)

THE fine A 1 Ship "Lady McDonald," 632 tons register, Captain Kennedy, having the greater portion of her cargo already engaged. For freight apply to

SIR CHARLES FORBES & Co., Agents.

FOR ENGLAND VIA HAVRE.

(To sail about end of March.)



THE new A 1 Iron Clipper Ship "Talisman," 1,200 tons register, W. Bartlett, R. N. R., commander. This ship has excellent accommodation for first class passengers, and will be despatched as above. For further particulars apply on board to Captain Bartlett, or to W. NICOL & Co.,

Bombay, 8th February 1869. Agents.

FOR LIVERPOOL.

(To sail about 1st proximo.)

THE A 1 Clipper ship "Erie," 1,010 tons register, Captain Raisbeck, has good accommodation for a few first class passengers, and will be despatched as above. For further particulars apply on board

Captain Raisbeck, or to W. NICOL & Co., Agents.

Bombay, 17th February 1869.

NOTICE.—Consignees of cargo per ship "Fleur de Lis," from Liverpool, are requested to send off boats alongside immediately for their respective goods as they come to hand, failing which they will be landed by the Captain at the risk and expense of the concerned.

Captain Thompson will not be responsible for the contents or condition of any package after it leaves the ship's deck.

REMINGTON & Co.,

1st March 1869. Agents for the ship "Fleur de Lis."

NOTICES.

LEA and PERRINS'

CELEBRATED

WORCESTERSHIRE SAUCE.

Declared by Connoisseurs to be

THE ONLY GOOD SAUCE.

Caution against Fraud.

The success of this most delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine, is to

ASK FOR LEA AND PERRINS' SAUCE,

and to see that their names are upon the wrapper, labels, stopper, and bottle.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their right may be infringed.

Ask for Lea & Perrins' Sauce, and see Name on Wrapper, Label, Bottle, and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £45, 2nd class £25.
To Trieste—1st class £64 10s., 2nd class £37 5s.
Through to Liverpool, 1st class, £67; 2nd class, £45.
Steamers will leave Bombay on every alternate Wednesday commencing on 10th March.

} Exclusive of Wines.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; and Messrs. Fraissinet Pere et Fils, Marseilles; or to the undersigned in Bombay.

The Steam-ship "Krishna," 1,500 tons, Captain H. Bonfellow, will be despatched on the 10th March.

STEARNS, HOBART, & Co.

NEW ADVERTISEMENTS.

THE Steamer "Mountstuart Elphinstone," Captain Dupey, will leave this on Saturday next, the 6th instant, for Unjunwell, Ratnaghery Jaytapoor, Malwan, Vingorla, and Goa, and when returning will touch above ports. For freight and passage apply to the Manager near Bazaar Gate.

2nd March 1869.

STEVENS' CIRCUS.

ON THE ESPLANADE, BOMBAY.

POSITIVELY THE LAST WEEK OF THE SEASON.

IMMENSE BILL OF ATTRACTION EVERY EVENING.

WEDNESDAY, 3RD MARCH, GRAND CHANGE OF PROGRAMME.

SPLENDID GIFTS TO NIGHT. THREE GLORIOUS PRIZES. THREE BUGGY HORSES IN LOTTERY.

THURSDAY, 4TH MARCH, A GRAND STAFF NIGHT, Under the distinguished Patronage of BRIGADIER GENERAL T. STOCK.

FRIDAY, 5TH MARCH, will be set apart for the accommodation of NATIVE LADIES EXCLUSIVELY.

THE PAVILION, as it stands entire, including Seats, Platforms, Side Walling, Side Poles, and Ring Pole for sale.

PRICES OF ADMISSION.

Private Boxes (seating five)	Rupees 20
Reserved Seats	„ 5
First Class	„ 4
Second „	„ 2
Third „	„ 1

ANY GENTLEMAN desirous of Boarding with a family residing at Byculla, will hear further by applying to Messrs. BOLTON & Co., Fort.

NOTICE.—Callianjee Sewjee and Company have to inform the public that their Transport Agencies at Khundwah, Burwai, Mhow, and Indore will be closed from and after this date. CALLIANJEE SEWJEE & Co.

1st March 1869.

THE BOMBAY and BENGAL STEAM SHIP "Magdala" having arrived with cargo ex s. s. "Atlantic" 18th January, and "Isis" 25th January, 1869, Consignees are requested to present Bills of Lading at the office of the undersigned, and take delivery of their goods at the Horse Bunder. STEARNS, HOBART, & Co.

Bombay, 2nd March 1869.

NOTICE.—Consignees of cargo per ship "Martaban," from Glasgow, are requested to send boats to take delivery of their cargo, otherwise the goods will be landed as they come to hand.

Captain Fife will not be responsible for the condition of any package after it leaves the ship's deck.

VOLKART BROTHERS, Agents.

Bombay, 2nd March 1869.

NOTICE.—Consignees of cargo per ship "Medway," arrived from London, are requested to despatch boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co., Agents of ship "Medway."

Bombay, 2nd March 1869.

SALE BY AUCTION.—On Wednesday the 10th instant Messrs Bomanjee Dossabhoy and Co. will sell by Public Auction, at their rooms, in Meadow Street, the blackwood Household Furniture, Plated and Glass Ware of a gentleman proceeding to Europe, of which full particulars will appear hereafter. BOMANJEE DOSSABHOY & Co.

Bombay, 2nd March 1869.

BOMBAY RECLAMATOIN COMPANY, Limited, (in Liquidation.)—Notice is hereby given, that a General Meeting of Shareholders of the above Company will be held at the office in Elphinstone Circle, on Monday the 15th instant at 3 P.M., to receive the Accounts made up to 30th November 1868, in terms of clause 155 of the Indian Companies Act X. of 1866.

JAMES G. SMITH, JAMES RANKEN, } Liquidators.

Elphinstone Circle, Bombay, 2nd March 1869.

N. B.—The Transfer Books will be closed from Friday the 12th to Monday the 15th instant, both days inclusive.

ENGLISH ASSURANCE COMPANY. FIRE AND LIFE.

Comprising the business and connection of the EIGHTH BOMBAY LAUDABLE SOCIETY.

Capital Rs. 50,00,000, with power to increase to Rs. 2,00,00,000.

Head Offices.—Palmerston Buildings, Bishopsgate St., London E. C.

Branches.

At Liverpool, Manchester, Glasgow, Dublin, Southampton, Hamburg, Antwerp, Brussels, Rotterdam, Melbourne, and Bombay.

The undersigned are now prepared to issue policies in both departments.

Fire.

Insurances may be effected at favourable rates on dwelling houses, furniture, godowns, goods, merchandise and other descriptions of property.

Transfer of policies may be made without expenses to the assured, claims promptly investigated, and paid immediately on adjustment.

The Life Department

Offers the following important advantages :—

I.—Moderate premiums for Europeans and Natives alike.
II.—Bonuses applied to make the policies payable during lifetime.
III.—Liberal provision for the non-forfeiture of policies.
IV. Eighty per cent. of profits divided amongst the assured on the "with profit" scale.
V.—Prompt settlement of claims.
VI.—Medical fees and stamps paid by the Company.
VII.—No charge for assignments.

For further particulars, prospectus, &c., apply to

HILL, POLLOCK, & Co., Agents.

25 Apollo Street, 2nd March 1869.

P. GRANT and SON, SADDLERS and HARNESS MAKERS.

No. 1 Meadow Street, Fort, Bombay.

GOUT, RHEUMATISM, LUMBAGO, &c., Dr. Murray begs to announce that he has appointed his Sole Agents TREACHER & Co. (Limited). n the Bombay Presidency for his celebrated

MURRAY'S SPECIFIC FOR GOUT, RHEUMATISM, LUMBAGO, &c., Extensively ordered by the Faculty for many years past.

Sold in bottles at	
Cash.	Credit.
Rs. 3-8	Rs. 4-0

SAVORY AND MOORE'S DATURA TATULA, A SPECIFIC FOR ASTHMA.

By immediate contact with the air cells and passages, the fumes of this plant give instant relief.

"I am inclined to believe it is a remedy of great efficacy in cases of Asthma and Chronic Bronchitis, and worthy the attention of our profession."—Paper by Dr. M'Veagh, Dublin Journal, Medical Science.

"I consider it a remedy of great power and usefulness."—Dr. W. Barker on Diseases of the Respiratory Passages and Lungs.

"The fumes cause no nausea, so that the most delicate lady may use the remedy. I have never known an instance in which relief was not obtained."—Letter from General Alexander.

Cash Rs. 2 8. Credit Rs. 3 0.

SOLE AGENTS, TREACHER & Co. (Limited).

THOMAS BEAR'S Celebrated VIRGINIA SHAG & BIRD'S-EYE TOBACCO. TRADE (The Elephant) MARK. Sweet as the Rose.

The Proprietor of these justly celebrated Tobaccos begs to call the attention of the public to the following varieties, manufactured and prepared with great care from the pure Virginia and Oriental Tobacco. And in order that no adulteration or fraudulent attempt at imposition should take place after it has left his manufactory, he wishes to inform the public that it is never sold except in packets and canisters of various sizes, bearing a facsimile of his signature upon them.

Virginia Shag Tobacco.	Havana Tobacco
„ Bird's-eye „	Persian „
„ Cut Cavendish	Latakiah „
„ Returns Tobacco	Oyonoko „
York River „	Imperial „
Carolina Rose.	Smoking Mixture.
Golden Gem.	Jewel of Ophir.

Importer of American Negro-head, Cavendish Honey-dew, Natural Leaf, Havana Cigars, Manilla, Cheroots, Meerschaum Pipes, and all descriptions of Tobacconists' Fancy Goods.

Manufactory - High Street, Borough, London.

Sold by all Storekeepers and Dealers throughout the world.

Agents—EWART, LATHAM & Co., Bombay.

NEW ADVERTISEMENTS.

ARRIVAL IN THE HARBOUR OF THE "KHORASAN."

PAYNE and Co., ELPHINSTONE CIRCLE, BOMBAY,

Have the pleasure to announce the arrival of the "Khorasan," from London, with the following Wines for them :—

SHERRIES
SPARKLING MOSELLES
SPARKLING HOCKS
PORTS—OLD TOM
JAMAICA RUM—VERMOUTH
ORANGE BITTERS
BRANDIES
EAU DE VIE
HOLLANDS
GINGER WINE
EIGHT BRANDS OF CLARETS
STILL HOCKS

Detailed particulars below.

NOTICE TO MESSES AND MOFUSSIL RESIDENTS.

All Orders for Sherries now standing registered in our books, awaiting the arrival of the "Khorasan" will be despatched immediately on being landed. The following are the descriptions and prices. This being a large shipment we solicit further order for them.

SHERRIES.

The whole of our Sherries are imported by us direct from XERES

Credit.			Cash.
20 0	B	Red—A pale full flavoured Luncheon Wine	18 0
27 0	1	White—Pale, delicate and nutty Wine, possessing great delicacy or flavour, and recommended as a good Dessert Wine	24 0
30 0	2	White—Old natural pale dry Wine extremely mellow and fine, and very dry, quite the Amontillado character	27 0
32 0	3	White— Ditto, ditto, also very dry	29 0
33 0	4	White—Vino de Pasto, a Wine well known at all the best Westend Clubs in London; 3 choice, old, delicate, pale and dry Wine	30 0
35 0		Amontillado, very pale delicate flavour, very dry and full of aroma. We offer it to the connoisseur who can appreciate the characteristics of a fine Amontillado; very old	30 0
35 0		Manzanilla, a pale, old, and elegant Wine, very choice. We offer it to those who can appreciate the extremely delicate flavour and dryness peculiar to this Wine	32 0

PORTS.

Imported direct from Oporto, where our Reserves are held; they are the produce of the Upper Douro District.

18 0		One Grapes, full bodied fruity Wine	16 0
24 0		Two Grapes, a superb full flavoured Wine, very mellow, a good After-Dinner Wine	21 0
30 0		Three Grapes, a fine Invalid Port, it possesses a Burgundy flavour with a fine bouquet and good body	27 0

Our Shipment ex "Prince Oscar" of Gold and Silver neck—one and two Stars Champagne has all been disposed of.

Next Shipment on Board the "MERWANJEE FRAMJEE."

Also by same Vessel which entered the Harbour on the 1st March.

CHAMPAGNES.

Cordon Blue	Rs. 28 0
Creme de Bonay	„ 34 0
Fleur de Sillery	„ 40 0
Light Dry Sillery	„ 35 0

Only a few days landed from the "PRINCE OSCAR."

And will commence landing from the "KHORASAN," On the 4th March the following :

SPARKLING MOSELLES,

The whole of our Hocks and Moselles are imported direct from our Agency at Coblentz, where we have a fine stock of first-class Wines.

Credit.		Cash.
34 0	Crown Brand, fine Sparkling, highly recommended	32 0
37 0	Ditto—brand, Payne & Co., Coblentz	34 0
42 0	Ditto No. 1, extra superior	39 0

SPARKLING HOCKS.

40	Crown Brand, fine Sparkling, highly recommended	Rs. 36 0
45	Ehrenbreitstein, pale and elegant	„ 40 0

It will be observed that our quotations for sparkling Wines are for good delivery from our Godowns.

WHITE WINES OF THE RHINE.

"STILL HOCKS"

Much used in England, and Imported extensively by our Calcutta House for many years.

Credit.				Cash.
20 0	Laubenheim,	Vintage	1862	Rs. 18 0
23 0	Bodenheim	ditto	1862	„ 21 0
23 8	Geisenheim	ditto	1862	„ 22 0
25 0	Ostrich	ditto	1864	„ 23 0
29 0	Nierstein	ditto	1863	„ 26 0
36 0	Scharlachberg	ditto	1862	„ 33 0
24 0	Erbach	ditto	1865	„ 21 0

Rudesheimer, Johanisberger, and Steinberger, also in stock, of select vintages. Rs. 28,34, and 36, respectively, cash.

CLARETS.

Our Clarets reach us direct from our Bordeaux house, where we have always a reserve of Two or Three Hundred Hogsheads of Good Vintage Wines.

Credit.		Cash.
13 0	Good Bordeaux	12 0
15 0	Payne's Medoc	13 0
15 0	Breakfast Claret	13 0
17 0	Saint Julien	15 0
20 0	Batailley	18 0
20 0	Dry Sauterne	18 0
34 0	Chateau Lafite	28 0
22 0	Chateau La Rose	20 0
30 0	Chateau Latour	26 0
34 0	Chateau Margaux	28 0

N. B.—The 4 last in Pints.

BRANDIES.

We have always a reserve of two hundred and fifty to three hundred Hogsheads of Brandy in bond in the London Vaults, which are allowed to mature before bottling; this enable us to keep up the quality and character of our own brands.

Credit.		Cash.
29 0	Ditto, ditto Vine Leaf	Rs. 27 0
32 0	+ Green Vine Leaf Brandy	„ 29 0
34 0	Brandy, old (2 stars)	„ 30 0
40 0	Ditto, Liquor	„ 36 0

Note.—We recommend the Green Vine Leaf as a moderately priced and fine Brandy. Rs. 29 Cash. We have Imported this Brandy into Calcutta in large quantities for more than 20 years.

SPIRITS, LIQUORS, &c.

Credit.		Cash.
22 0	Jamaica Rum, Old Pineapple	Rs. 20 0
20 0	Old Tom, or Cordial Gin	„ 18 0
22 0	Genuine Hollands Gin	„ 20 0
20 0	Whiskey Glenlivat, Highland	„ 18 0
22 0	Whiskey Irish Lil	„ 20 0
20 0	Orange Bitters	„ 17 0
21 0	Ditto, ditto, superior	„ 18 0
20 0	Ginger Wine	„ 17 0
20 0	Cherry Brandy	„ 16 0

DUTCH LIQUEURS.

40 0	Curacoa Noyeau &c.	Rs. 35 0
40 0	Maraschino de Zara	„ 37 0

FRENCH LIQUEURS.

32 0	Noyeau, Parfait Amour, Curaco, Vanille, Chartreuse Jenui Rose Raspail ....per doz. assorted as.	28 0

N. B.—All the above Wines and Spirits have been just landed from the

"PRINCE OSCAR."

BEER IN WOOD, QUARTER CASKS, KILDERKINS.

Steinwein in Original Dutch Flacons, with handles, in one dozen cases. The Flacon contains one Quart. 24 0

CHATEAU Y'QUEM.

Credit.		Cash.
42 0	A description of Liquer Sauterne highly appreciated	38 0

BASS' BEER.

Bottled by the eminent Firm of M. B. Foster & Sons of Brook Street, Bond Street, London,

FOR WHOM WE HAVE BEEN APPOINTED SOLE AGENTS IN BOMBAY.

Cash Prices.

Quarts per dozen	Rs. 6 8
Pints per dozen	„ 4 0

BASS'S INDIA PALE ALE

Bottled by H. Stone & Co.,

Cash Prices.

Quarts per dozen	Rs. 6 8
Pints per dozen	„ 4 0

GUINNESS' DUBLIN XXXXX STOUT

Recommended to Invalids being free from acidity and very potent.

Cash Prices.

Quarts per dozen	Rs. 7 8
Pints per dozen	„ 5 0

This is GENUINE STOUT (Not Porter) Bottled by Sparks Moline.

TO MESSES AND MOFUSSIL RESIDENTS.

BASS BEER Bottled by Stone is in Barrels of 4 dozen Quarts and 3 dozen Pints.

BASS BEER Bottled by Foster and Sons is in cases of 3 dozen Quarts and 6 dozen Pints.

NO CHARGE FOR ORIGINAL PACKAGES IF A SMALLER QUANTITY BE ORDERED FOR THE MOFUSSIL A SMALL CHARGE FOR PACKING WILL ENSUE.

PAYNE AND COMPANY.

(BOMBAY BRANCH,)

BOMBAY,

WINE MERCHANTS & REGIMENTAL AGENTS,

Offices and Sample Room—Elphinstone Circle.

(Immediately opposite the Custom House).

GODOWNS, MARINE STREET.

ESTABLISHED IN CALCUTTA UPWARDS OF HALF A CENTURY.

NEW ADVERTISEMENTS.

PAYNE and Co. (BOMBAY BRANCH.)

OUR LONDON AND BORDEAUX AGENCY.

Those of our friends desiring to indent direct on our London and Bordeaux houses can be supplied on the following terms :—

Prices on board export ship, free of all charges.

SHERRY—24s. 34s. 45s. 52s. and 58s.	per doz.
PORT—34s. 36s. and 40s.	„
CHAMPAGNE—36s. 42s.	d 62s. „
Ditto Magnums	d 115s. „
SPARKLING MOSELLE	OCKS—40s. 42s. and 45s. „
STILL HOCKS & MOSEL	34s. 40s. and 45s. „
CLARETS, Light Breakfast	18s. and 20s. „
Do. (good body)	32s. 36s. and 54s. „
BRANDY, 28s. 32s. and 50s.	„

WINES IN WOOD.

SHERRY, £42, £50, £64, and £92 per butt.
PORT, £48, £64, £78 and £98 per pipe.
CLARETS, £10, £18, £25, £30 and £40 per hhd.

Other Wines and Spirits at home quotations.—See separate circular.

Terms to Messes.—6 months from date of Bill of Lading, or 5 per cent. discount on cash deposit.

London address, 16 George St., Mansion House.

ELPHINSTONE CIRCLE.

Opposite the Custom House.

BOMBAY.

Places of Business and Agencies.

CALCUTTA	Belatee Bungalow.
LONDON	George Street, Mansion House.
PARIS	Rue de Bonde.
WINE DISTRICTS	Coblentz. Moselle. Frankfort O. M. Epernay. Rheims. Bordeaux. Cognac.
CHINA	Hongkong. Shanghai.
MANILLA	Strada Philipinas.

GUARANTEE.—We wish it to be distinctly understood that in all instances we guarantee the quality and purity of our Wines and Spirits, and that we engage to take back or exchange any that may not be approved.

QUOTATIONS.—Our quotations for Sparkling Wines are for good delivery from our Godowns, our calculations being based to guarantee the full complement of sound bottles in each case; the risk of breakage and ullage is thereby avoided by the consumer.

DELIVERIES.—Our deliveries will be in quantities of not less than 1 doz., excepting Liquors, which can be had in any quantity, sample bottles may be had and to the purchasers of 6 dozens and upwards there will be no charge made for the same.

OUR LONDON & BORDEAUX HOUSES.—Those of our friends desiring to indent direct on our London and Bordeaux houses can be supplied at home quotations.

CASH DEPARTMENT.—We would direct special attention to our cash quotations which we have found so successful in Calcutta, whereby our friends derive all the advantages of a cash transaction, by obtaining their Wines at the very lowest remunerative prices. All orders to the Cash Department should be accompanied by a Remittance, in the absence of which they will be transferred to the Credit Department for execution at credit rates.

ADULTERATIONS.—We take the liberty of mentioning that there is a vast quantity of adulterated Wines shipped to this country which are offered at somewhat lower prices than those at which we can afford to sell pure ones; still we are assured that good wines will stand their ground when fairly tested. Those parties, however, who vend "made up" wines act very injurious to the fair trader, and bring discredit on the merchant generally.

NOTICES.

ADDIS' PATENT CART.—The undersigned having been appointed sole Agent for the above Patent, all applications for supply thereof, and information connected therewith, to be directed to Mr. Felix Klingelhoefer, Tanna.

Tanna, 15th January 1869.

NOTICE.—Estate of Macindoe, Rogers, & Co. (in Liquidation.)—A Dividend, at the rate of 3 per cent on all admitted and adjusted claims, is payable on and after the First March at the Office of the Trustees, No. 1 Meadow Street, between the hours of 11 and 4.

Claimants are requested to bring their Vouchers in support of their claims.

ROWLAND HAMILTON, HENRY ROGERS, } Trustees.

GREAT INDIAN PENINSULA RAILWAY.—The undersigned is prepared to receive Tenders for the construction of a Catch Siding at Khandalla.

Particulars of the work and form of tender may be obtained on application at the office of the Chief Resident Engineer at Byculla on and after this date.

Tenders to be addressed to the Agent and endorsed "Khandalla Catch Siding," to be delivered on or before the 8th instant.

WALTER KNOX, Agent.

Company's Offices, Elphinstone Circle, 1st March 1869.

PUPIL-TEACHERS.—BOMBAY EDUCATION SOCIETY.—Two lads (European or Eurasian) not under fourteen or above eighteen years of age, will be received in the Byculla School as Pupil-Teachers. They will be required to serve for four years, during which period they will receive special instruction from the Head Master (to enable them to pass the Bombay University Matriculation examination).

Board, Lodging, Washing and Medical Attendance will be provided free; and an allowance for Clothing, increasing from Rupees Nine to Twenty monthly will be granted.

Prior to admission Candidates will be examined by the Head Master to ascertain whether they possess a fair knowledge of the following subjects :—Scripture History, Reading, Writing from Dictation, Arithmetic (as far as Decimal Fractions inclusive) Algebra (four simple rules, integral), Euclid 1st Book, 1 to 20, History (English and Indian), Geography, and English Grammar.

For further particulars apply to the Head Master. Applications to be made before March 1st, 1869.

W. P. WALSHE, Secretary, Bombay Education Society.

ORIENTAL INLAND STEAM COMPANY, Limited, (In Liquidation.)

EXTENSIVE and VALUABLE PROPERTY for SALE by ORDER of the HIGH COURT of CHANCERY in ENGLAND.

MR. W. MEIKLEJOHN,

of Kurrachee, begs to announce that he has received instructions from the Official Liquidator of the above Company, to sell by Public Auction on Tuesday, March 16th, 1869, and following days, on the banks of the River Indus, Kotree, the whole of the Steamers, Barges, and Anchor Boats, the property of the Oriental Inland Steam Company, Limited, as follows :—

IRON PADDLE STEAMERS, KOTREE.

Names of Steamers.	Tonnage.	Horse Power.	Carrying Capacity Tons about	Draft of water empty.	Average speed.	Builders' name and date of Building	Date and place of erection.	Maker of Engines.	Description of Engines.	Consumption of Coal in 12 hours.	Passage accommodation.	Floats, Feathering or common.
OOBARAH	508	120	200	ft. in. 1 9	12 Knots.	Purchased from the Indus Steam Navigation Company in 1863.	...	...	Direct acting oscillating cylinders.	800	6, 1st class Common.	Patent Feathering.
GOGRA	203	120	40	2 8	14 Knots.	British built at Calcutta by the Company in 1862.	Westbrook & Co., Rotherhithe, in 1862.	Kurrachee, Nov. 1862.	John Key, Kirkaldy.	650	4, 1st class Common.	Patent Feathering.
JHELUM	350	150	120	2 5	16 Knots.	Henderson & Co., Renfrew, in 1862.	Kurrachee, Nov. 1862.	Caird & Co., Greenock.	Diagonal direct.	850	4, 1st class Common.	Patent Feathering.
SOANE	227	120	40	2 10	14 Knots.	British built at Calcutta by the Company in 1862.	Kurrachee, Nov. 1862.	Caird & Co., Greenock, in 1861.	Diagonal direct.	650	4, 1st class Common.	Patent Feathering.
INDUS	205	120	80	ft. in. 2 6	16 Knots.	Caird & Co., Greenock, in 1861.	Caird & Co.	Caird & Co.	Diagonal direct.	700	8, 1st class Common.	Patent Feathering.

These Steamers are well known on the River Indus, are fast and powerful, each tows two Barges, and is in good working order.

IRON BARGES, KOTREE.

"Allahabad"	670 Tons.	"Sukkur"	204 Tons,
"Munora"	201 „	"Mooltan"	218 „
"Kurrachee"	223 „	"Mitunkote"	370 „
"Khotty"	218 „	"Lahore"	827 „
"Hydrabad"	244 „	and	
"Selwan"	195 „	"Kotree"	424 „

FIVE ANCHOR BOATS AT KOTREE.

FUEL.

Unless previously disposed of, a large quantity of cut and stacked fuel on the banks of the Rivers Indus and Chenab, at convenient Stations ready for Steamers' use.

TERMS OF SALE.

Twenty per cent. of the Purchase Money to be deposited with the Auctioneer on disposal of the Lot or Lots, and the Balance to be paid by the Purchaser or Purchasers within ten days from the date of purchase; failing which the Deposit Money will be forfeited, and the Lots resold on account of and at the risk of the Original Purchaser.

The Steamers, Barges and Anchor Boats, &c., will be sold with all faults and misdescriptions (if any) as they lie on date of Sale.

Steamers open for inspection 10 days before the Sale.

SALE TO COMMENCE EACH DAY AT 11 A.M.

Further information with Survey Reports on the Steamers and Barges, &c., on application at Kurrachee to Mr. C. Currelly, Agent for Official Liquidator, at K

COMMERCIAL INTELLIGENCE.

BOMBAY BILL AND STOCK LIST.

BANKS.

Subscribed Capital.	Nom. of sh.	Paid up.	Last dividend.	Names.	Rate per Share.
	Rs.	Rs.	p. a.		
1,000,000	100	all	5 p.ct.	Agra Bank	126
3,140,000	1,000	all	9 p.ct.	Bank of Bengal	1750
3,000,000	500	all	5 do.	Ditto of Bombay New	545
3,750,000	1,000	all	11½ ps	Ditto of Madras	1650
800,000	200	all	6 p. c.	Chartered Bank of India, A. & China	200
700,000	250	all	6 do.	Chartered Bk. of L. & C.	289
1,000,000	500	250	9 do.	Delhi and London	200
1,000,000	250	125	8 do.	National Bank of India.	140
500,000	250	all	12 do.	Oriental Bank	460

CALCUTTA.—25TH FEBRUARY 1869.

Government Securities—The market was slightly weaker; the transactions reported to-day were at the following rates:—4 per cents. at Rs. 4-2, 4-4, 4-6 and 4-8 discount; 5 per cents. of 1856-57, at Rs. 9-0 premium, and small pieces at Rs. 9-4 to 9-8; 5½ per cents. at Rs. 13-8, 13-6 and 13-4 premium, and some 15 years' Debentures at Rs. 3-2 premium.

Bank of Bengal shares:—4 sold at Rs. 1,646½ each, and more than 10 at Rs. 1,650; these shares are getting scarce in the market.

East Indian Railway Stock was bought, for an order, at Rs. 240 per £20.

A purchase of Equitable Coal Co.'s shares was reported at Rs. 300.

Two small lots of Great Eastern Hotel Co.'s shares were placed at Rs. 150.

Another transaction in Monacherra Tea Co.'s contributory shares took place at Rs. 22½ per share of Rs. 90 paid up.

DAILY COTTON MARKET REPORT.

BOMBAY, 2ND MARCH 1869.

OLD.	Per Candy.
Dhollera Bhownuggur	245 to 246
Vingoria	230 to 232
Dharwar, Sawginned	262 to 265
NEW.	
Oomrawuttee Akote	268 to 269
Hinguaghat	278 to 279
Broach	N.G. 265 to 267
Do.	M.G. 285 to 286
Veeravul	250 to 252
Khandeish Barees	264 to 265

Ready sales 1550 Candies. Market firm.

REPORT BY TELEGRAPH.

GALLE, 28th, 7-10 P.M.—H. M.'s Steamer "Forte" sailed for Bombay last evening.

BANK RETURNS.

NEW BANK OF BOMBAY, LIMITED.

Statement of the affairs of the Bank, on 27th February 1869.

Liabilities.	Rs.
Proprietors' Capital paid up	50,00,000
General Treasury Balance	At debit.
Deposits at Head Office	1,61,79,894
Deposits at Branches	12,05,985
Bank Post Bills outstanding	20,35,289
Reserve	3,616
Undrawn Cash Credits	1,32,099
	Rs. 2,45,56,883
Assets.	
Government Securities	7,21,291
Loans at Head Office and Branches on Govt. Securities, Bullion, Goods and Metals	7,39,108
Credit Accounts at do. on Govt. Securities	13,45,296
Bills Discounted and purchased at do.	84,80,673
Dead Stock	4,65,181
Stamps	5,096
Balances with Agents & Correspondents	7,92,054
Overdrafts	2,522
Cash & Currency Notes at Head Office	72,16,074
Do. do. at Branches	46,56,290
Bullion at H. O. and Branches	1,33,369
	Rs. 2,45,56,883

BANK OF BENGAL.

STATEMENT of the Affairs of the Bank of Bengal for the Week ended 23rd February, 1869.

Liabilities.	Rs.	a.	p.
Proprietors' Capital, paid up	2,20,00,000	0	0
Reserve Fund	17,59,797	7	0
General Treasury Balance at Head Office Rs. Nil	81,27,688	10	8
Do. do. at Branches „ 89,50,548 3 2			
Other Deposits at Head Office and Branches	3,41,51,638	7	10
Bank Post Bills, &c.	27,52,167	10	9
Sundries	5,43,477	0	9
Rs.	6,93,34,769	5	0

Assets.			
Government Securities	73,28,475	7	8
Loans on Govt. Securities at Head Office and Branches	40,71,977	0	0
Accounts of Credit on do. do. do.	51,85,374	7	5
Mercantile Bills discounted at do. do.	1,17,09,558	4	10
Dead Stock	9,84,373	15	1
Stamps	15,510	15	0
Balances with other Banks	2,84,355	4	0
Sundries	9,11,133	11	6
Rs.	3,04,90,759	1	5
Cash and Currency Notes at Head Office Rs.	2,32,40,203	2	2
Cash and Currency Notes at „ Branches	1,56,03,807	1	5
	3,88,44,010	3	7
Rs.	6,93,34,769	5	0

BANK OF MADRAS.

STATEMENT of Affairs on 20th February, 1869.

Liabilities.	Rs.	a.	p.
Capital	56,25,000	0	0
Public Deposits at Head Office 33,71,543 0 0			
Public Deposits at Branches 26,53,619 10 11			
	60,55,162	10	11
Other Deposits at Head Office and Branches	74,26,389	12	5
Cash Credits undrawn do.	3,70,281	4	3
Bank Notes outstanding	510	0	0
Post Bills	1,63,548	0	6
Reserve Fund	5,62,500	0	0
Rest	56,115	13	2
Rupees	202,59,607	9	11

Assets.			
Silver and Notes at Head Office 26,55,070 9 4			
Silver and Notes at Branches 65,18,668 2 11			
	91,73,738	12	3
Govt. Securities	8,23,321	15	4
Govt. Reserve, Cash 8,71,543 0 0			
Securities			
	8,71,543	0	0
Loans at Head Office and Branches	22,53,936	2	6
Accounts of Credit at Head Office and Branches	6,88,275	0	0
Mercantile Bills discounted at Head Office and Branches	39,74,093	5	4
Dead Stock at Head Office and Branches	2,14,739	8	8
Bills of Exchange do.	15,57,017	14	3
Due by other Banks	7,26,571	15	7
Rupees	202,59,607	9	11

MILITARY.

ARRIVALS.—MARCH 2.

Thompson, Lieutenant Colonel, 9th Native Infantry, on leave, from Poona.
Wilkins, Captain, Ordnance Department, on sick leave, from Ahmedabad.
Tandy, Lieutenant, 16th Regiment N. I., on leave, from Ahmednuggur.
Holland, Colonel, Commissary General, on duty, from Poona.
Turton, Assistant Surgeon, Royal Horse Artillery, on leave, from Kirkee.
Knox, Lieutenant, General Depot, Poona, on leave, from Poona.
Goodridge, Ensign, 5th Fusiliers, on duty, from England.
Reed, Surgeon, 3rd Cavalry, on leave, from Hingolic, Deccan.

DEPARTURES.—MARCH 2.

Alexander, Lieutenant Colonel, 1st Bengal Cavalry, on duty, to England (gone on the 27th February.)
Clayton, Lieutenant, Royal Engineers, on duty to England, (gone on the 27th February.)
Blair, Major, 2nd Cavalry, on leave, to Neemuch, (gone on the 27th February.)
Brodhurst, Captain, 20th Hussars, to join, to Campbellpoor.

GARRISON ORDERS.

Bombay, 1st March, 1869.

In accordance with the Queen's Regulations for the Army and the Barrack Rules, the Barrack Master at the Presidency will take the monthly inspection of Barracks, Hospitals, Lines, Stores, &c. in the possession of Corps and Departments, in the following order:—

Colaba Sanitarium and Hospital, at 7 A. M., 4th instant.
1-23 Regiment Hospital, at 6-30 A. M., 5th instant.
1-25 Regiment Barracks, at 7 A.M., 5th instant.
2nd Grenadier N. I., at 8 A. M., 8th instant.
21st Regiment N. I., at 7 A. M., 6th instant.
22nd Regiment N. I., at 7 A. M., 8th instant.
10th Regiment N. I., Tanna, at 3 P. M., 9th instant.
Khandalla, at 4 P. M., 10th instant.
Butcher's Island, at 4 P. M., 12th instant.
Sewree, at 8 A. M., 15th instant.
Sion, at 10 A. M., 15th instant.

SHIPPING.

DAILY FREIGHT REPORT—2ND MARCH.

London	Cotton	£2 5s. 0d. to £2 7 6d.	per ton.
	Seeds	£1 10s. 0d. Nominal.	„
Liverpool	Cotton	£1 15s. 0d. to £2 2s. 6d.	„
	Seeds	£1 5s. 0d.	„
Overland	Cotton	£8 0s. 0d. p. 40 c. ft.	„
China	Sailing vessel Cotton		Nominal.
	Steamer do.	Rs. 6 to 7	per bale.
	„ Opium	Rs. 10 to 15	per chest
Calcutta	Salt	Rs. 6	per ton.
Mauritius	Gram	12 annas	per bag.

ARRIVALS.

Mar.	Vessel.	Commander.	From.
2	Noel	Burgalet	Bordeaux, Nov. 1.
	Magdala (s)	Thompson	Suez, Feb. 18.
	E. Ahmed	Nacoda	Cochin, Feb. 3.
	Bombay (s)	Baker	Sydney, Jan. 30.

DEPARTURES.

Mar.	Vessel.	Commander.	Destination.
2	Kingdon O'Fife	Rickby	Mangalore and Calicut.
	Ethiopia (s)	McCallum	Malabar Coast and Calcutta.
	Phlox (s)	Baker	Malabar Coast & Goa.

The following vessels obtained their port clearance yesterday:—
Ship City of Richmond, Starkie, to Liverpool.
Ship Mary Stenhouse, Woodhams, to Liverpool.
Ship Prince George, Hawkins, to Liverpool.
Barque Alexander, Reynaert, to Bushire.

The following vessels began to load yesterday:—
Steamer Carnatic, to Aden and Suez.
Ship Lena, to Havre.
Steamer Abyssinia, to Persian Gulf, via Kurrachee.
Schooner Mahi, to Cochin.

CALCUTTA.

ARRIVAL.

Feb. 25 Mathilde ..... Besson ..... Marseilles, Sept. 22

DEPARTURE.

Feb. 25 Glenroy .....

MADRAS.

DEPARTURE.

Feb. 25 Walmer Castle ..... Berridge ..... Demerara.

COLABA OBSERVATORY.

RESULTS OF METEOROLOGICAL OBSERVATIONS made at the Government Observatory, Colaba—lat. 18° 53′ 39″ N., long. 4h. 51m. 16s. E. Height of Barometer above the Sea=37 feet.

Mean daily values derived from 24 hourly observations on February 27.

Barometer, corrected to 32 deg. Fah	·927
Temperature of the Air	78·8 inches
Wet Bulb Thermometer	73·6 „
Dew Point	71·4 „
Relative Humidity of Air	78·7 „
Extent of cloudy sky (the whole sky clouded=8)	·07 „
Maximum temperature of air (read at 9-30 A.M.) on following day	84·8 „
Minimum do. do.	74·3 „
Gen. Direction of Wind.	NNW, ESE, SE, W, NW, ESE.
Movement in 24 hours	147 miles.

NOW READY.

THE INDIAN TRAVELLERS' GUIDE FOR MARCH,

PRICE—EIGHT ANNAS.

CONTAINING the latest alterations in the time of running of the Trains on the various Lines of Railway, in addition to a large amount of interesting and useful information.

CONTENTS.

Map of India.
Index to Railway Stations.
Index to Places by Steamer and Dak
Introduction.
Railway Time Tables:—
Great Indian Peninsula Railway.
Bombay, Baroda, and Central India Railway
Jubbulpore Extension Railway.
Scinde Railway.
Punjaub Railway.
East Indian Railway.
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway.
Indian Branch Railway.
Delhi Railway.
Madras Railway.
Steam Navigation Companies:—
P. & O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales.
Austrian Lloyds.
Euphrates and Tigris Steam Navigation Company.
British India Steam Navigation Company.
Bombay Coast and River Steam Navigation Company.
China Steamers.
Indus Steam Flotilla.
Punjaub Steam Flotilla.
Irrawady Flotilla.
India General Steam Navigation Company
Dak Companies:—
Agra and Nasick Mail Carts.
Bombay and Central India Transit Agency
North Western Dak Company.
Inland Transit Company.
Purneah and Darjeeling Transit Company.
David's Horse Carriage Dak.
Delhi and Umritsur Dak.
Punjaub and North Western Company.
Commercial Transport Association Company.
Authorized rates of Carriage in the Punjaub.
Victoria Horse Dak.
Oudh Horse Dak Company.
Routes by Steamers.
Routes in the Bombay Presidency, &c.
Routes in the Central Provinces.
List of Travellers' Bungalows along the Trunk Roads of Western India.

May be had at all Railway Stations and of the following

AGENTS:

Bombay and Poona:—Messrs. Chesson and Woodhall
Bombay:—Messrs. Thacker, Vining & Co.
Poona:—Messrs. Treacher & Co.
London:—Mr. G. Street, 30, Cornhill.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

DEATH.

CANDY—January 31st, at Bath, the Rev. George Candy, Vicar of South Newington, Oxfordshire, and formerly Minister of Trinity Chapel, Bombay.

BOMBAY.

BIRTH.

HOWDEN—February 28th, at Akola, West Berar, the wife of A. C. Howden, C. E., G. I. P. Railway, of a son.

DEATHS.

EDGINTON—March 1st, at "The Holm," Mazagon, William Harry, the infant son of Alfred and Ellen Edginton.
ROBERTS—Married, at Parell, Robert Roberts, Esq., aged 34 years, deeply and sincerely regretted.
SCHWARZ—March 2nd, at the Church Mission House, Girgaum, the infant son of the Rev. C. F. Schwarz, C. M. S., aged one year.

MADRAS.

BIRTH.

FOORD—February 21st, at Chingleput, the wife of E. B. Foord, Esq., C.S., of a daughter.

DEATH.

WRIGHT—February 23rd, at Egmore, Walter Henry, eldest son of Lieutenant Walter F. Wright, Madras Staff Corps, aged 6 years and 4 months.

NORTH-WEST PROVINCES.

BIRTH.

TAYLOR—February 22nd, at Subathoo, the wife of R. Taylor, Esq., H. M.'s 41st, "The Welsh," Regiment, of a son.

NOTICE.

THE Power of Attorney granted by me to MR. WILLIAM ANDERSON MAIN during my absence from Bombay is cancelled from this date.

J. M. MACLEAN,
Proprietor "Bombay Gazette."

"Bombay Gazette" Office, 1st March 1869.

The Bombay Gazette

WEDNESDAY, MARCH 3, 1869.

"IT'S an ill wind that blows nobody good," was the trite reflection that fell from a hundred lips, as the black smoke from the consuming Post Office rolled to leeward on Monday afternoon. "We shall have our new Post Office now!" was the exulting cry, "despite the dilatoriness of the P. W. D." Some even wished, though not in earnest, that the "Custom House had gone too;" but we fear these were men of the spendthrift class. Yet no one will contend that either the Post Office as it stood, or the Custom House as it stands, was or is worthy of Imperial Bombay. If the Custom House had been burnt, what might not have happened to the Arsenal? And if the Arsenal had "gone up" all the Fort would have come down. The vexatious fire which has destroyed our Post Office has the merit, therefore, at least of drawing attention to the poor old Custom House, and that dangerous enemy stationed in our midst, the Arsenal. Is it too much to ask the Supreme Fates who abide in the Olympus of Calcutta, not only to confer upon our port the boon of a new Custom House, but to remove the terrible Arsenal to a comparatively safe place? Surely it is not wise to maintain that formidable incendiary building within pistol shot of the great centre of trade, and on the very threshhold of thousands of habitations. We hear a good deal about the liability of the new Colaba barracks to bombardment, but if ever an enemy's fleet plays at long bowls against Bombay some far-ranging gun will be certain to pitch a few shells as far as the Town Hall and the Mint. May we hope that the warning afforded by the Marine Street fire will not be lost upon the authorities?

Happily in the case of the Post Office—and it is a piece of unusual good luck—plans, estimates, site for a new building, all exist, and have been sanctioned. With a little unwonted energy the new edifice might have been in existence now, or at least near to completion. Why it was not fit to receive the fugitive postal people is one of those departmental mysteries which are harder to decipher than arrow-headed characters on rock temples or hieroglyphics on Egyptian obelisks. But under the existing Public Works regime we are bound to be thankful for small mercies, and the existence of plans, estimates, and site is one of these. To the best of our belief there is no reason why ground should not be broken next week or next month; and since the strongest and best work is done in the monsoon, none that the process of construction should not go on without interruption until the building is complete. Even at the best we are told that the public will have to put up with a makeshift for a couple of years—some despondent folk, who know the habits of the P. W. D., say *four* years. But we will not believe that—it is surely too depreciatory! The site of the new Post Office, we believe, will be on the so-called reclamation near the Apollo Bunder—a little out of the way, perhaps, and suitable for little except landing mails. A more central situation would be preferable, but if we begin discussing a question of sites, the building department will find in that an excuse for a torrent of "minutes" and "memos," and Treacher's old shop will stand a chance of being our Post Office for a quarter of a century. By the way—would it not be prudent in adapting that building to the uses of a Post Office, to provide more outlets than now exist, so that, in case of another fire, which would burn the old house down in a twinkling, there may be greater chances of saving property, and less risk to life? We cannot rejoice over the incremation of the old, but we may exult in the prospect it opens of a new, Post Office; and if in addition to that consolation we get a new Custom House and secure the removal of the Arsenal, we may even come to feel positive pleasure at the calamity of Monday afternoon.

THE practical termination of hostilities in New Zealand has already been telegraphed, and the result will gratify, but not surprise, all those who have insisted that British colonists, if permitted, can take good care of themselves. When the first assailants of the Hau-haus were defeated, the misfortune was seized upon with avidity as a pretext for exulting attacks on the colonists. They were tauntingly accused of timidity and want of public spirit; and the one defeat furnished a text for homilies upon the folly of men who thought they could successfully encounter, on his own ground, a savage foe who had tried the valour of British troops. Sir Duncan Cameron—whose offence was not military failure but the worse one of practical disobedience—was said to have been avenged for all the attack made on him; and the general inferiority of Englishmen in New Zealand was, as it had often been before, the theme of malevolent criticism.

We pointed out, at the time, that if the New Zealand colonists were not, at the outset, successful, the cause was not far to seek, but was to be found in the influence of Exeter Hall over the policy of the Home Government; a policy which had studiously discouraged the colonists, and had steadily prevented them from managing native affairs in their own way. They had not only been taught, but compelled to rely, upon the aid of the regular army, whereas the true policy would have been to reserve the regulars for the defence of the island when assailed by foreigners, and to permit the colonists to deal with the natives. Had the latter course been adopted the two races would either have come to a good understanding, or the weaker must have gone to the wall. It was not only natural but just, when the Colonial Office persisted in keeping the power in its own hands, that the colonists should cry out for the presence of an effective force and a decent commander; and that they should object to pay for soldiers not under their control. What they could do when left to themselves was shown in the resolute onslaught upon Ngatapa. We freely admit that the Hau-haus are not Waikatos, and that the resistance would have been more stout had Te-kooti been able to provision his stronghold and secure a supply of ammunition. But those facts do not detract from the merit of the irregulars who fighting the Maories, Maori fashion, covered their rapid approaches and finally rushed in. After a little practice we have no doubt that directed by men like Haultain, led by men like Whitmore, and supported by the presence of men like Mr. J. C. Richmond, the colonial levies would have soon been competent to close with and overthrow even the formidable tribes of the Waikato and the Waipa. Moreover, left to themselves, they are able to employ the friendly natives, many of whom feel that their interests are identified with ours, and who sincerely detest the turbulence of the untamed tribes who have relapsed into a primitive barbarism. It is worthy of remark that the tactics adopted, were in principle similar to those which drew such censure on General Pratt and Sir Duncan Cameron. Indeed, the chief fault to be found with these Generals was a too rigid adherence to the forms of regular warfare. We know that officers who served under them lamented their apparent timidity, and deplored their failure to adapt their mode of fighting to the circumstances of the country.

We may now consider the New Zealand question as solved. The slaughter of the Hau-haus, their prompt pursuit, and the determination of the colonial government to extinguish the rebellion at once, will prove to all other Maories that rebellion won't pay. We may anticipate that a policy of firmness and moderation, coupled with swift chastisement to offenders, will restore and preserve peace in New Zealand; and that a large portion of the Maori population will speedily become absorbed in trade and agriculture, and add materially to the prosperity and contentment of the colony.

GENERAL A. BECHER, we learn, will leave Umballa on the 10th of March, and sail from Bombay for England by the steamer of the 3rd of April.

A MADRAS paper says that an East Indian employé of Government has helped himself to the sum of Rs. 80,000 and is at present, in racing phraseology, "nowhere."

THE Government of India has recently sanctioned the construction of a building intended to accommodate the public offices at Akyab. The cost is estimated at Rs. 1,16,458.

THE "Deccan Herald" has been informed that the Assistant Cantonment Magistrate, at Poona, Captain Spens, is about to be transferred to Deesa, as a full-power magistrate.

IN the course of a speech on the Indian Divorce Act on the 26th ult., Mr. Maine stated that the Viceroy had laid before the Secretary of State a proposition for the appointment of a Third Judge to the Chief Court of the Punjab.

IT is said that orders have been sent to Umballa to dig fifty wells to meet the demands that will be made on the station for water by the large concourse that will be gathered together on the occasion of the meeting of the Viceroy and Shere Ali Khan.

ACCORDING to the "Deccan Herald" "it is a singular fact that our most distinguished men in Bombay have not only been Scotchmen, but Borderers." It is easy to infer from his article that the writer comes from Dumfries and is therefore himself a Borderer.

IN laying before the Legislative Council, on the 26th ult., a Bill to validate the rules relating to the timber trade in British Burmah, Mr. Maine declared that it was the intention of the Indian Government to take the whole circumstances of this trade into consideration hereafter.

THE "Poona Observer" says—"The clock on the tower of the Sassoon Hospital has been fixed This is the first instance of the clock having made its appearance in Poona. We also hear that the Hon'ble A. D. Sassoon, C. S. I., is about to fix another clock on the Jewish Synagogue which his late lamented father, Mr. David Sassoon, founded. These clocks will be of great service to Poona."

THE large s. s. "Syrian," which was lost at the beginning of Februaay near Corunna (as stated in our issue of yesterday) was the vessel which had on board the cargo carried by the P. & O. Co.'s s. s. "Carnatic" from Bombay to Suez. The meaning of the private telegrams to which we referred about a fortnight ago was therefore rightly interpreted—except that we said "Syria" instead of "Syrian."

CASES of dishonestly obtaining examination papers have occurred frequently of late in different parts of India. A Madras contemporary mentions "that in order to prevent any surreptitious possession of information regarding the questions to be submitted to the candidates for the general test re-examination, which takes place to-morrow (26th Feb.) and the day after, two mounted police officers have been ordered to be on duty at the 'Government Gazette Press' this day to use the utmost vigilance in preventing all outside communication between the printing staff and shaky candidates."

THE "Guzerat Mitra" has two bits of news about the Gaekwar. They are both curious. One is that His Highness has "placed an Exhibition tax on the income of his people at the rate of 8 per cent." to defray the expenses of his late visit to Broach. Our contemporary thinks these expenses cannot have exceeded two lakhs, and says the amount raised by the tax will be "incommensurably" greater. If the Gaekwar has really imposed such a tax, perhaps some of the other Chiefs who attended the Exhibition will follow his example. The other piece of news seems incredible. It is said the Prince has come to what the "Mitra" calls the "enlightened and god-like resolution," of introducing education among his subjects. This determination, unaccompanied by the other, might have been taken as a hopeful sign. Coming as it does it is an enigma.

A NEW POST OFFICE FOR BOMBAY.

JUST a day after our Post Office has been burned to the ground, the Calcutta dawk brings us the intelligence that "a design for a new Post Office to be erected in Bombay, and which is estimated to cost six lakhs of rupees, has recently been approved by the Government of India. To provide for any future extensions which the increasing business of the department may necessitate, the single-storied portion of the building will be so constructed as to admit of the addition of an upper-storey hereafter, if found to be necessary." If the resolutions of Lord Mayo's Government are always so opportune as this one, he will go home with an unparalelled reputation.

MILITARY LETTER.

LONDON, 5TH FEBRUARY.

THE War Office is still in travail over the Estimates for next year. Some of the changes are still in uncertainty. Some are already as good as agreed upon. The Duke of Cambridge and Mr. Cardwell have had long interviews both the day before yesterday and to-day, and probably every thing will be decided early next week. The changes which I anticipated in my last letter are almost certain. These are the reduction of four Cornets in each regiment of cavalry, the introduction of the squadron as the tactical and administrative unit instead of the troop, the reduction of about half the Ensigns in each battalion of infantry, and the abolition of the rank of Cornet or Ensign. The other changes which are contemplated will be the reduction of one West Indian regiment and an addition of one company to each of the remaining three; the reduction of four companies of the Canadian rifles and Ceylon rifles, and the abolition of the line of spare waggons in each battery of horse and field artillery. It is also probable that the guns of the artillery will only in future be horsed by four horses. Mr. Cardwell will not, however, confine himself to economy alone; he will, if he can, make an attempt to introduce a greater efficiency into our military system by drawing the militia and the line into closer harmony and by utilising some of the officers on the half pay list for the service of the militia. This will certainly be a step in the right direction, but it is not likely that the militia will at once be converted into an efficient reserve force for the line. Such a consummation will be a matter of time; but it will be a great thing if even the thin end of the wedge is introduced in the way of withdrawing the militia from the patronage of Lords Lieutenant and obtaining for it officers who have acquired experience in the regular ranks, and who will hold their commissions from the same authority as those of the regular army. Until this is accomplished, it is impossible that the two branches of the service can work together in harmony in the field, for it would be impossible to expect, in the event of regular and militia battalions being brigaded together, that officers of long service in the regular army could be contented and resigned to serve under militia field officers who owed their commissions to no other qualification than the fact of being political or private friends of a Lord Lieutenant. Yet these are the reasons for which commissions of high rank are at present given to officers of militia—reasons which would be tolerated in no country except England. Some attempt may be made to abolish the system of purchase above the rank of Captain by ordaining that any field officer's commission, obtained without purchase, should in future always be a non-purchase step. This would, in the course of years, make all field officer's steps non-purchase, for each Colonel who remained till promoted to the rank of Major General or who went on half-pay would give a non-purchase vacancy which would always remain a non-purchase step in the corps. As yet, however, the changes which will be made in the way of purchase are quite in embryo and may possibly not be entered upon this year at all.

So much for regimental arrangements. In the matter of Staff there will be a considerable disestablishment of offices. The Inspector General of Cavalry and Inspector General of Artillery will both probably disappear from the Estimates. A Brigadier-General and the Staff of a Brigade will be disestablished at each of the Mediterranean stations of Malta and Gibraltar, and some of the subordinate positions in the General Staff will not be filled up as vacancies occur. In the depôt troops there will be a reduction of two subalterns in the depôt of each battalion in the colonies, and the number of depôt battalions will be considerably reduced. To carry out the reduction of rank and file, which will be about fifty men per battalion, the standard of recruiting has been raised to 5 feet 8 inches. This is a much better plan than to stop recruiting altogether, as it still allows regiments to receive fine men if opportunity offers, while it effectually prevents the recruiting sergeant from being overwhelmed by applications. The Horse Guards have made another alteration. Hitherto, it has always been the custom to allow soldiers, who had brothers in another battalion, to be transferred to join the elder brother; but it has been found that whenever a man wished to change his battalion, an elder brother was always forthcoming in the one to which he wished to be attached. The dissimilarity between brothers was most striking in many cases, so now it has been determined that every recruit on joining shall give an account of his elder brothers and shall never be transferred to join one whom he has not mentioned and described at the time of his enlistment. It seems quite fair that the expense of transfer should not be suffered to fall upon the public, but there should surely be no objection to the exchange of a man from one battalion to another if he were willing to pay all the expenses caused by the exchange.

The Volunteers have sent a deputation to Mr. Cardwell to request an increase of the capitation grant. They were met by a firm refusal on the part of the Secretary of State for War, when, as a curious instance of the discipline which they so much vaunt, Lord Elcho appealed from the decision of his superior authority to the daily press. His letter was not suffered to pass unchallenged, and the Volunteer force has in the controversy which has ensued heard some unpleasant truths stated about itself, and, what is more deadly to its cause, it has been manifested that educated public opinion has not such a high regard for the Volunteers as they themselves believe, and that the sentiments which are so freely expressed at Volunteer dinners are more spoken because they attain popularity than because they are meant to tell the truth to the Volunteers. It would certainly be preposterous, if at the present time, when every farthing is being pared off the expenses of the regular army, the Volunteer force should receive an extra capitation grant. The Volunteers profess only to form the third line of the reserve, and their *necessary* expenses are amply paid by the present grant. It is quite fair that bands, balls, outings, and prizes for sharp-shooting should be paid by the Volunteers themselves and not by the Government. The Government would be a long time before it found a band for a regular regiment, subscribed for its ball, or paid the expenses of all its rank and file for a day at Brighton or at Portsmouth. It would not be at all advisable that the Government should pay the Volunteers too highly, for they would soon descend into the category of paid soldiers and enter into competition with the regular army in the class of society from which the latter draws its recruits. The Volunteers should be, as their name implies, Volunteers, and should receive no more support from Government than a suit of uniform and their arms. They were originally intended to be formed of the middle class; latterly, since shooting has become almost a profession, and some men live apparently with no aim except to gain rifle prizes, many working men have enlisted into the Volunteers in the hope of becoming professionals, almost as some of the same class become professional bowlers or batsmen. These men are entirely dependent on the officers of the corps or in eleemosynary aid for any expense which they may incur, and can, of course, subscribe nothing towards the expenses of others. Hence the outcry for a new capitation grant, and hence an appeal to the newspapers from Mr. Cardwell's decision, an appeal which has been received very differently by the educated public from what its promoters anticipated, for the countryhas been so long accustomed to accept unquestioned any theory that a Volunteer Colonel laid down dogmatically that the Volunteers seemed quite startled and surprised when anybody ventured to say a word on the other side, and have expressed their astonishment in no measured language.

There have been no appointments of importance made lately; and the four vacant good service pensions have not yet been filled up, but may probably be bestowed upon Major-General Sir John Garvoch, Colonel C. R. Egerton, Colonel Sir W. W. Turner, while a smaller pension may be given to Major Stephenson, the Paymaster of the Canterbury Cavalry Depôt. Major Arbuthnot, of the 12th Hussars, has assumed his duties as Brigade Major of Cavalry at Aldershott and Captain Pearse, R. A., those of Brigade Major at Woolwich in place of Major Hay, R. A.

Captain Sir Leopold Heath, K.C.B., now serving as Commodore and senior Naval Officer in the East Indies, and lately Commodore in Abyssinia, has been appointed one of Her Majesty's Aides-de-Camp, vice Shadwell, promoted.

An order was on Tuesday received at Chatham Garrison from the Horse Guards directing that volunteering is to be closed for the 1st Battalion of the 6th Regiment, 1st Battalion of the 19th Regiment, 36th Regiment, 85th Regiment, and 106th Bombay Light Infantry, a sufficient number of Volunteers having been obtained for each of those regiments to raise them to their required strength. Volunteering was open for the 1st and 2nd Battalions of the 1st Royals, 1st Battalion of the 2nd Royals, 2nd Battalion of the 10th Regiment, 2nd Battalion of the 19th Regiment, and 2nd Battalion of the 24th Regiment, but all the battalions have received their full complement of Volunteers already except the 1st battalion of the 2nd Queen's and the 2nd battalion of the 10th.

The deaths of the following officers have been officially reported at the War Office since the 1st of January:—Lieut.-Gen. William George Gold, Colonel of the 53rd Regiment; Major-Gen. Walter Hamilton, C.B.; Col. Alfred Francis W. Wyatt, C.B., 65th Regiment; Lieut.-Col. George Vivian Winscom, Royal Engineers; Majors Edward Thomas Wickham, 4th Battalion 60th Rifles, and James Bunbury Hamilton, 14th Regiment; Capts. Walter P. Bagenal, 16th Lancers; J. Ronald Maclaay, Royal Artillery; Graham Bowles Dobson, 37th Regiment; Luke E. O'Conner, 83rd Regiment; Arthur Cotton Young, 25th Regiment; William Fyfe, 92nd Highlanders; and Samuel Goddard (Quartermaster), 14th Regiment; Lieuts. Thomas H. M. Brown, 18th Hussars; George William Thomson, Royal Artillery; Richard X.L. O'Connell, 25th Regiment; John Augustus Mathison, 77th Regiment, and Brabazon Miller Hallowes; Assist.-Commissary-Gen. John Henry Sale; Surgeons Anthony C. Colclough and James Davidson, 50th (Queen's Own) Regiment; Assist-Surg. George M'Iver Campbell, M.B., 85th Regiment; Deputy-Purveyor Charles Hammond; Chaplain, the Rev. D. Robertson, M.A.

In the way of movements of troops. Her Majesty's screw Indian relief troop-ship *Serapis*, Captain J. Soady, steamed into Portsmouth harbour on the morning of the 3rd and disembarked troops and passengers alongside the dockyard. The 101st Regiment (Royal Bengal Fusiliers) on being disembarked were marched into quarters in the forts in advance of Gosport, where it is ordered to remain for the present. The time-expired soldiers were sent on to their regimental depots, the invalided soldiers to the Royal Military Hospital, at Netley, and the naval supernumeraries on board the flagship in Portsmouth harbour—the *Victory*. The *Serapis* left Portsmouth on her outward voyage on the 29th of December, 1868, arriving at Queenstown, Ireland, to embark troops for India on the 29th, and sailing thence again on the 1st day of the year. Gibraltar was passed on the 6th of January and Malta reached on the 10th, the ship leaving the island again on the following day, and reaching Alexandria on the 15th. Having disembarked there the troops she conveyed from England and received on board the 101st and others arrived there from Bombay, the *Serapis* sailed again on the 20th for England, calling in at Malta on the 24th, and leaving again on the following day; Gibraltar was passed on the 29th ult.

Her Majesty's Indian relief screw troop-ship *Crocodile*, Captain George W. Watson, is ordered to be made ready to start on another voyage to Alexandria and back from Portsmouth, on the 22nd inst. The damaged crank, with which she made her last voyage under conditions of a reduced number of revolutions of the ship's engines, is to be secured with a metal strap round the injured part of the crank, at the junction of the weld with the main shaft-piece. The *Crocodile's* services are urgently required for the conveyance of the troops from Portsmouth for Alexandria and India on the 22nd inst., or we must presume she would not be sent a second time on so long a voyage with such a known defect in her machinery.

A telegram has been received announcing the departure from Alexandria, on the 31st ult., for Portsmouth, of the screw steamer *Helvetia*, with the troops conveyed from Bombay to Suez in Her Majesty's Indian troop-ship *Jumna*.

The 3rd Dragoon Guards (from Chichester), commanded by Col. Tower, C. B., will succeed the 7th Dragoon Guards in the occupation of the cavalry barracks at Colchester, on the removal of the latter regiment to Aldershott in April.

An order has been received at head-quarters, Woolwich, to make preparations for the accommodation of a regiment of infantry in the garrison. What regiment it will be is not yet known, nor has the precise date of its coming been fixed upon.

Captain Gillespie, of the 49th Regiment, is held in readiness to proceed from the depot at Colchester to the service companies of his regiment in India, and will probably embark about the 15th inst.

It is reported at Pembroke dock that there is a likelihood of the 13th Depôt Battalion stationed there being shortly broken up, but nothing definite has yet been announced. The depôt of the 62nd Regiment, of about seven officers and 150 men, were under orders to embark at Cork on Monday for Pembroke dock.

The following officers have joined the headquarters of the Royal Engineers, Brompton, Chatham, for the purpose of going through a course of instruction at the Royal Engineer Establishment:—Capt. F. B. Maingay, Capt. J. H. Maitland, Lieut. J. R. N. Chard, and Lieut. H. M. Chambers.

Staff-Surg. H

TESTIMONIAL TO THE REV. A. V. LISBOA.

A MEETING was held in the corridor of the Cathedral of N. S. da Gloria, at Mazagon, on Sunday last, at 11 o'clock A.M., for the purpose of voting an address and a testimonial to the Rev. A. V. Lisboa, Vicar of that Church. There were present, Messrs. G. de Souza, M. Augusto, R. J. da Silva, J. F. Menezes, F. X. da Silva, R. de Rozario, A. C. Couto, Rev. A. de Souza, Dr. J. N. Mendonça, and a large number of other parishioners and friends of the reverend gentleman.

Mr. G. de Souza, senior, occupied the chair.

The chairman explained to the meeting that the Rev. Mr. Lisboa, having been promoted by His Grace the Archbishop of Goa to be the Vicar General of the Bishopric of Cochin and Superior of the Archbishopric of Cranganor, would shortly leave this Church to join his new appointment. In accordance, therefore, with a widely manifested desire on the part of his friends and parishioners, this meeting had been called for the purpose of voting an address and a suitable testimonial, in token of the esteem and respect in which the Rev. Mr. Lisboa was held for his high personal qualities and for the important services rendered by him to the parish of Gloria during his incumbency.

Dr. J. N. Mendonça read the proposed address, and in moving its adoption he said—The address I have just read needs no advocacy, no recommendation at my hands, for I know that it is the faithful exposition of the sentiments of all present here. Indeed, it were an unpardonable presumption on my part did I attempt to convince you of what you have been convinced of long ere this,—convinced not to-day, not yesterday,—but from the time that one and all of us first knew the Rev. Mr. Lisboa, his intelligence, his zeal, his high personal character; from the time that one and all of us saw the reforms and the improvements which within the last two years and a half have risen successively before our eyes in this parish; from the time that one and all of us felt their beneficent and salutary effects. You have assembled here to-day to do honour to a zealous and devoted Vicar, and in doing so you honour yourselves, you honour the parish of which he is the Vicar, and you honour the religion of which he is an "excellent and irreproachable priest," as Sir Joseph Arnould called him.

After some further remarks from Dr. Mendonça,

The proposition was seconded by Mr. R. J. da Silva and unanimously adopted.

Mr. S. J. de Souza then moved—"That a subscription be raised with the view of presenting to the Rev. A. V. Lisboa some durable token of the respect, esteem, and gratitude of his parishioners and friends." The resolution was seconded by Mr. M. Augusto and unanimously adopted.

Mr. J. F. Menezes then proposed—"That the following gentlemen be appointed a committee to carry out the resolution of this meeting:—Mr. G. de Souza, president, Messrs. R. J. da Silva, M. Augusto, P. A. Vaz, Dr. A. M. Continho, A. C. Couto, S. J. de Souza, treasurer, Dr. J. N. Mendonça, secretary."

A subscription list was then opened, and it was suggested that the form of the testimonial should be a gold chalice with a suitable inscription.

After a vote of thanks to the chairman, the meeting dispersed.

THE BILL FOR THE INSPECTION OF STEAM BOILERS, &c.

APPENDED is the report of the Select Committee of the Bombay Legislative Council appointed to consider a "bill to provide for the periodical inspection of steam boilers and prime movers attached thereto in the city of Bombay."—

"Your Select Committee have considered the bill referred to them, and beg to report that, subject to the following amendments, they approve of the provisions of the bill as originally drafted on the model of Bengal Act. VI. of 1864. They consider it desirable to provide in the Act for a commission to supervise the conduct of inspectors in certain cases. With this object the appointment of a commission by Government has been directed in section No. II. as now amended, and the action of the commission has been regulated in section V. and in a new section, No. VI., inserted by your committee in the bill.

"A memorial from Mr. Ormiston, Civil Engineer, was laid before your committee, and Mr. Ormiston was permitted to state in person his objections to the bill. His chief grounds of argument were that cause for legislation had not arisen, but your committee were unable to accept the argument.

"Your committee have had in view the rules framed by the Government of Bengal for carrying out the provisions of Bengal Act VI. of 1864. Presuming that similar rules will be issued for the execution of the proposed law, your committee recommend that the bill as now amended be passed.

(Signed) A. H. CAMPBELL.
ALEXANDER BROWN.
S. MANSFIELD.
MUNGULDASS NUTHOOBHOY.

"27th February 1869."

THE BOMBAY LOCAL FUNDS BILL.

WE append a letter from the Chief Secretary to Government, to the Revenue Commissioner N. D., dated the 1st March:—

'Sir,—In anticipation of the "Bombay Local Funds" Bill receiving the sanction of the Government of India, I am directed to request you will frame and submit, for the approval of Government, the Rules referred to in Section 12.

These rules should provide for the constitution of committees, and for the definition of their powers.

It is the wish of Government that there should be a Talooka Committee for each Talook, as well as one for the entire District. I am desired to request that the following suggestions may be adopted in preparing the rules:—

Talook Committee.

The duties of the Talook Committee should be of a consultative character, and their services may also be of great use in supervising the construction of minor works. The committee should be composed of the following members:—

1st.—The Assistant or Deputy Collector in charge of the Talooka, President.

2nd.—The Mamlutdar.

3rd.—An officer of the Public Works Department employed in the Talooka of not lower standing than a First Grade Overseer. For the consideration of educational matters, an officer from that department should be substituted for the officer of the Public Works Department.

4th.—An Inamdar, or holder of an alienated village in the Talook, to be elected by the holders of alienated villages situated in the Talook.

5th.—Three proprietors or holders of land in the Talook. These should be nominated by the Collector, subject to the approval of the Revenue Commissioner. The rules should provide for the manner in which these committees should meet, and submit projects for insertion in the Budget; for the way in which the services of the members can be utilized in supervising the construction of works; and for the mode of keeping the committees acquainted with the total amount of receipts and disbursements.

District Committee.

The District Committee should consist of the following members:—

1st.—Collector as President.

2nd.—Executive Engineer; but the Educational Inspector should be substituted on the committee for matters relating to his department.

3rd.—The Hoozoor Deputy Collector.

4th.—An Inamdar, or holder of an alienated village in the District, to be elected by the holders of alienated villages situated in the District.

5th.—Six proprietors or holders of land to be appointed by the Revenue Commissioner.

The rules should provide for the manner in which this committee should assemble for the conduct of business, and the nature and extent of the powers to be conferred on them under the provision of Section 5.

The rules under which the existing committees are acting should be carefully considered, and such of them as are applicable retained. The names of members of both committees should, on the occasion of the first introduction of the Act, be submitted to Government, with a view to their publication in the *Gazette*. Afterwards, the Revenue Commissioner may appoint, and should publish in the *Gazette* the name of any newly appointed member.

It is the express wish of His Excellency the Governor in Council that provision should be made for prohibiting, without the previous sanction of Government, any disbursements whatever from Local Funds, by way of remuneration to any person employed on the Collector's, Revenue Commissioner's, Accountant General's, or any other Government establishment; and it should be a rule that no new appointment is to be made in any Government office at the expense of local funds, except with the previous sanction of Government. Of course, the establishments of overseers and other officers in the Department of Public Works, or of schoolmasters and teachers in the Department of Education, would not come under this rule.

FORT POLICE COURT.—2ND MARCH.

[Before JOHN CONNON, Esq.]

THEFT.—Shaik Moideen was sentenced to receive ten stripes for the theft of one rupee from Babajee Bagoo.

[Before NANA MOROJEE, Esq.]

THEFT.—Goolabkhan Kalakhan was sentenced to imprisonment for four months for stealing a number of gold and silver ornaments of the value of Rs. 30 from Rashum Ramdeen.

THE LATE ACCIDENT ON THE BHORE GHAUT.

THE ENQUIRY BY THE GOVERNMENT COMMISSION.

THE enquiry into the cause of, and circumstances attending the recent accident on the Bhore Ghaut incline of the G. I. P. Railway, by the Commission appointed by Government, commenced at Lanowlee on Monday, 1st March. The Commissioners were the Hon'ble L. H. Bayley, Advocate General, president; Mr. A. F. Bellasis, C.S.; Colonel Trevor, R.E.; Mr. Forde, C.E.; Captain Henry; Mr. Dosabhoy Framjee; and Captain Hancock, R. E., secretary. The Commission was to sit for three days at Lanowlee, and on an early day, probably the 8th instant, is to inspect the Egutpoora Ghaut, after which it will take scientific evidence in Bombay. There were twenty-seven witnesses to be examined at Lanowlee. At 10 o'clock on Monday the examination of witnesses commenced.

Robert Cogle was the first witness called. He said he was an incline guard in the employ of the G. I. P. Railway. (Witness here produced the rules for working the trains on the Ghaut inclines dated 1867.) Had been in India seven years and four months in the service of the G. I. P. Railway. Was not employed in railways before he came out. Had been on the present incline about twelve months. The ordinary traffic working hours averaged about nine hours, but on a push they worked twelve. They did not receive extra pay for extra work, but if they worked extra at night they got batta. Had worked the particular train in question for several months before the accident. Had been off duty about twelve hours before he worked the train in question. There were generally six or seven guards working the trains, and they took their turns in goods or passenger trains. Had never been reported for negligence or misconduct, and was certain he never had been for drunkenness, for he had never drank anything stronger than coffee since he joined the Company's service, and therefore was perfectly sober when he got on the train. No accident had ever happened to a train under his charge before, and he had been employed as guard for about four and a half years. Did not think that the train had exceeded the regulation speed of twelve miles an hour when he was in charge of it when going down the incline. The train started from Lanowlee at one o'clock in the morning, and consisted of a Ghaut engine (No. 115), four incline brakes, four third-class carriages, one second-class post-office, two saloons, one second, one third, and a road van. The practice was to have one brake to three vehicles, so that if there were six carriages there must be two incline brakes. There were two main line guards in the train who were supposed to act under his direction. His (witness's) position was in front of the four brakes next the engine. There was a luggage van behind the train which was full of luggage. Witness was in his proper place, and so were the brakesmen. There was no brake on the last carriage, for it was detached. The four brakevans next the engine were special ones, and used for the incline only. There were no brake vans on the train besides the special ones, for the ordinary brake vans had been taken off, and the incline brakes substituted. They had been working upwards of a month without the ordinary brake vans. They used to have two, one in front and one in rear. If they had had those two brake vans on the present occasion they would have been no doubt of some good, but they had more brake power on the train than the regulations required. There was nothing unusual or improper in the constitution of the train when they left on the morning in question. Until a recent period it was usual to send down the train in halves, but there were a greater number of carriages then than now, for whereas there used to be seventeen or eighteen there were seldom now more than nine or ten. The present train was a light one. Had no idea of the number of passengers in the train. There was nothing of extra weight in the train. It was no part of witness's duty to see that the engine was in proper order further than to see it coupled to the train. The brakes were in his charge, and he saw they all were in proper order before he started from Lanowlee. The blocks of the brakes had been somewhat worn, but they were in perfect good order, as they could see by the screw. The sand boxes had been regularly used, and there were two in each brake. Had had occasion to use them before that morning when they required all the brake power, as they were sometimes in the monsoon, especially when there was a heavy fog or soft rain, but if there was a heavy rain he should not require them. They left Lanowlee at 1-9 on the morning of the 26th January. The train went at an unusual speed shortly after leaving Khandala, and increased to 16 or 18 miles an hour at the gradient of 1 in 40; at 1 in 50 it gradually decreased, so that when they arrived at Khandala point they had to relieve the brakes to bring the train to the station. The distance from Lanowlee to Khandala was 2½ miles. The night was light, but there was a heavy fog about the horizon. There was no wind. The speed at which they went down on the occasion, 15 or 16 miles an hour, was much faster than they ever had gone before. Witness did not report the unusual speed when he got to Khandala station, it was not his duty to draw the station-master's attention to the speed; if he had done so it would have done no good, as he knew nothing about the matter. He went round the train and saw the necessities of the passengers, and then went to look at the brakes and found them all right. He however spragged two wheels of one of the third-class carriages. He thought the state of the rails the cause of the unusual speed. He had never seen them in such a state before; they were as if they were oiled, the train slipped along without noise. Witness considered at the time that the precautions he had taken were sufficient. After leaving Khandala there was a mile and a half of 1 in 37, and then 1 in 75, after which they came again to 1 in 37, which was the steepest gradient on the Bhore Ghaut incline. When he left Khandala he thought it was safe to do so, for he thought if she exceeded the speed they could pull up at the 1 in 75, where they generally had to take off the brakes. Witness told the driver he was going to spragg at Khandala, and he said, "All right, we can take it off at the reversing station." When they had got about three trains length on the 1 in 37 the train began to shoot ahead in the same way as from Lanowlee. There was still fog there, and the rails were as bad as before. On noticing the increased speed he put on the brakes in such a way as the wheels should not skid but just revolve round; he had the full power of the brakes on, but still the brakes did not hold the train. Had it been a fine day he could with the engine and brake power they had pull up in half the length of the train, for they went over the bank very slowly. Besides putting on the full power of the brake there was nothing he could do. The speed increased to about eighteen or twenty miles an hour, upon which he mentioned to another incline guard that he had not got the train in hand as he should wish it. About that time the driver took the engine-brake off, that was just at the tunnel after leaving Khandala, and put it on, took it off, and put it on again so as not to let the wheels skid. He showed the native fireman how to do it, and then reversed his engine. The operation of easing and putting on the brake lasted a minute or so. Shortly after the speed increased, and at the end of number 25 tunnel the train was going at more than 40 miles an hour. Had they succeeded in reversing the engine he should have tried to sprag another carriage, but the speed was so fearful it was impossible that it could be done. He then went to the driver to receive any instructions, as the rules stated that the driver had sole charge of the speed. The reversing station was level and the train slackened speed considerably in going through it. There is no siding to go into. Witness had done all he possibly could, and the driver exerted himself to the utmost; the engine would not act but kept driving the train along. When they came within thirty yards of the fog block. There was no chance of stopping the train, and the driver opened the regulator and backed the engine. Witness then saw that the driver knew all hopes were gone, and told the two main line guards to jump for their lives. They jumped one after the other, witness then jumped, and a second or so after the driver jumped. Witness was much cut and bruised, and was twelve or thirteen days off duty. Could give no reason for the accident except the slippery state of the rails. He worked on the incline in all kinds of weather, and had never found them in such a slippery state as on that occasion. The rails were just as if they had been oiled, the train glided along without noise. The fog had the same effect as if the rails were greased. They had great difficulty sometimes in going up and were obliged to use sand all the way. The weather was never so bad before, as far as he had seen it, except in the rainy season, but then they soon got heavy rain. The fogs occurred at any time and always made the rails slippery, and there was great difficulty at such times and they were obliged to use sand all the way. The brake power in his (witness's) opinion was not sufficient for such a fog. Could not say if four additional brakes would have stopped the train, but from the way in which the brakes worked other brakes would have been of little use. The engine was dragging the train, and not the train dragging the engine. Directly the brakes of the engine were eased, the engine sprang forward and all the couples were tightened. It seemed as if the driver had put on steam, though he had reversed the engine. The ordinary brake power was quite insufficient for such a foggy morning. One native man was sanding on the engine. There were two native firemen. One was at the brakes, and the other worked the sand boxes. Witness then, too, used the sand boxes, which were all in perfect good order. They used sand between Lanowlee and Khandala. From the monsoon up to that morning he had not used sand. Had never considered the line unsafe, and always thought the brake power enough. Had never worked on the Thull Ghaut. The stop at the end of the reversing station consisted of earth and stone supported by blocks of wood.

By Mr. Bellasis—He thought having all the brakes next the engine was better than disposing them about the train. A main line brake might perhaps, if in the rear of the train, do good, for the other brakes would have taken off the dew. They were four minutes late on the morning in question, but they never thought of making up time on the Ghaut. He did not think they were in any danger before coming to Khandala, and he thought the precautions he took on coming there would be ample. The driver never mentioned that he thought there was any danger. There is a very sharp curve at the end of the tunnel with 1 in 75, and they were in great danger at that time, as they were going at the rate of 40 miles an hour. Did not speak to the driver as he was doing all he could, and to have spoken to him would probably have been to confuse him. The driver was perfectly sober. Before leaving Lanowlee he was walking along the platform, but witness did not see him go into the refreshment-room. Witness was formerly station-master at Kurjut, and was reduced to a guard on account of a charge made against him by some clerks. He prosecuted two clerks when he was a station-master at Nandgaum, and when he went to Kurjut there were some who were afraid he might do the same and brought a charge against him of getting money for carriages, but there was nothing in it. An incline guard got Rs. 150 a month and free quarters, 10 annas batta.

By the Chairman—Witness saw no one connected with the train the worse for liquor, in fact, he could say that all were perfectly sober.

By Captain Henry—Could not say whether the engine-driver reversed the engine or not when he heard it jerk forward.

By Mr. Dosabhoy Framjee—Was a guard on the main line before he became an incline guard. He did not report the fact of the train having acquired increased speed to the assistant-station-master at Khandala, for he would have known nothing about the matter, and he (witness) thought the additional precautions he took sufficient for the safety of the train. Whenever there was dew they were always obliged to use all their brake power and sand as well.

By the Chairman—There was no one at Khandala to whom he could have reported, and the only way in which he could have communicated with a superior officer would be by telegraphing to the Ghaut inspector.

By Colonel Trevor—Had not heard that the goods train that came along the Ghaut at a quarter-past twelve had any difficulty on account of the dew. The dew increased towards morning. They went very carefully from Khandala over the top of the bank, and then they immediately put the brakes on. They were then not going more than a mile and a half an hour, but the train acquired velocity. He put on sand when he found the train increasing its speed after the brakes were put on. Was so much shaken after the accident as to be obliged to lie down and could not walk. Knew nothing at all as to the complaints made by the passengers of their things having been stolen.

By Mr. Bellasis—Were going forty miles an hour at the tunnel which was 1 in 75, but there was no dew in the tunnel, but could not say whether anything else but dew caused the accident. It was at that point that he hoped the train would have pulled up. Taking off the brakes to reverse the engine increased the velocity of the train.

By the Chairman—Considered that the driver committed an error of judgment in continuing to take off and put on the brakes and reverse the engine when he found that by so doing the train acquired increased speed.

By Mr. Dosabhoy Framjee—From the state in which he was, he was not able to give any account of the killed and wounded, and did not know how many passengers there were in the train.

John Arton said he was the engine-driver of the train. Had been an engine-driver in the Company's service for seven years, and on the Bhore Ghaut for two months, and on the other Ghaut twelve months. Had been well acquainted with the Ghauts and went down on the first train as brakesman before the line was opened. His working hours varied according to the number of trips, but the average was three times in the 24 hours. He got on his engine a little after twelve that night, and the train was due at one. Had been off work all the 25th, and was in bed for an hour or two. Had not been in the habit of drinking anything intoxicating since 1868, and so was perfectly sober. Had driven the engine which weighed between 40 and 50 tons, and was in good working order during the time he had been on the Ghaut. He had had several slight repairs done to the engine, but was not aware of any defect in the train. There was a block to each wheel, and there were eight wheels. He believed the tires of the wheel were steel. He had two native firemen on the engine at the time, and a friend of his (witness) named Robert Taylor who used to be an engine-driver at Egutpoora. He was dismissed in October or November, and had been staying with witness for three or four days. He did nothing to the engine, and only told witness when the wheels were skidding or not. The sand boxes were full when he took his train at Lanowlee. Had never had occasion to use sand before in going down, but sometimes he did when the train was going up. Soon after leaving Khandala witness had found that the train was going too fast. Twelve miles was the regulation pace, but they were obliged to go faster with that train as they were only allowed an hour and forty minutes to go down, but they never exceeded twelve miles an hour between Lanowlee and the Reversing Station if only for their own sakes. Once about a month before the same train overpowered them and ran away, that was about a month before. A man named Brooks was guard then. They pulled up the train, however, at Khandala, and then they spragged a pair of wheels from which they lost time. He attributed the accident of the 26th to the brakes not acting properly. If there had been sand used the train might have been pulled up, but he did not think there was any sand used. Witness's pay was Rs. 160 a month with Re. 1 for night, and besides that over-time. Had made as much as Rs. 580 a month. Seven hours was a day's work. At that time he had made a month and eight days up to the time the accident occurred. His pay used to be higher (Rs. 200), but he left the Company and went on again. On the occasion of the fire reversing, when witness found the wheels skidding, he took the brake off and put it on again and reversed the engine, but that did not check the train. That was below the No. 26 tunnel, the short one. The augwallah was at the brake when he reversed the engine. He kept the engine reversed all the way down to the accident and the brakes were not put on in any way. Was sure the brakes were not put on afterwards. The engine reversed without steam would not have done as the brakes or more. The rails were wet in the tunnel; he supposed that would be from the fog being blown in. He could not remember whether there was any wind or not that morning. On another similar occasion he should not reverse on the 1 in 37, but wait till he got on the 1 in 75. The engine seemed to have no power of holding till she got on the level, and then she pulled up wonderfully. The gear was all reversed when he jumped. When they got to the reversing station the train was going about 50 miles an hour, but the level reduced it full 20 or 25 miles an hour. If the reversing station had been 50 yards longer there would not have been a soul killed. The engine on getting on the level took the steam and revolved in back gear at once. He jumped when about 15 or 20 yards from the stop blocks. Witness attributed the accident to the dew, and from there not having sand on the brakes. He never saw any brakes with sand in them. If, as formerly, there had been two ordinary main line brakes it would have enabled him to have kept the train in control at first, and she would not have run away in the first instance. He considered the Ghaut perfectly safe even on dewy mornings if there was additional brake power. Had never suggested the desirability of additional brake power to any one. Was of opinion that if they had plenty of sand in the brakes and the sand pipes well attended to, the brakes were safe as they were. He could only answer for his engine. His opinion was that there was no sand to the brake vans. Believed the guard was sober that night, and never saw him the worse for liquor. Had seen a good many connected with the G. I. P. Railway guards and other people much worse for liquor.

By Mr. Bellasis—Could not tell the reason the two main line brakes were taken off a few months ago. Taylor, who was with witness on the engine had had nothing at all to drink. He was not much hurt in jumping. Had seen the boxes at Kurjut with no sand in them, and had never seen it used. Did not feel any effect from the jump till some time after. When he went down to the accident the natives were huddled together like sheep, some crying and some shivering with the cold. He had heard that there had been accusations of robbery. All he saw were some sepoy's cans among the wreck and a women's neck ornament. No one stole anything unless it was among the natives themselves.

At this point Mr. Cleveland, the solicitor of the Company, said that with reference to Robert Taylor being on the engine, Mr. Knox suspected that there was some man with the witness, and enquired if it was so, but Arton denied it. Enquiry was being made by the officials of the Company, but they did not know where Taylor was or what had become of him.

Witness said he did not deny it.

Mr. Knox said that he told the man that there was a charge against him of having a man with him on the engine, and he denied it.

Witness said that he did not deny that there was a man on the engine, but in answer to Mr. Knox's enquiry as to whether a man did not jump from the engine in the tunnel.

The Chairman said it appeared from the bye-laws that the witness rendered himself liable to a fine for taking any one with him, and therefore he would have a motive for concealing it.

Mr. Knox said that he had rendered himself liable to dismissal.

By Mr. Dosabhoy Framjee—Witness had had two accidents, both collisions of the mail train on the main line; a pointsman turned him into a goods train each time. In the first case the pointsman was fined one rupee by Mr. Rowbottom of Poona, and the next time the pointsman ran away. He saw some killed and wounded, and some might have fallen down the ravine, but he did not think that that was the case. He did not count the dead and wounded, and did not know how many people were in the train. He did not see any people carrying away anything that did not seem to be their own. He did not consider that there were too few engine-drivers on the G. I. P. Railway, on the contrary he thought there were too many. (Laughter.)

By Mr. Forde—There was not time enough including stoppages going at 12 miles an hour to go down the Ghaut, and they made up the time just after the reversing station which was a safe part. To arrive at Kurjut at the right time it would be necessary to break the regulations and drive at more than twelve miles an hour, so that whenever the train arrived at the proper time the regulations were broken. I was quite safe enough to drive the train at 15 miles an hour in fine weather, but not on a night like that of the accident.

By Mr. Dosabhoy Framjee—Taylor never touched the engine.

The native brakesmen and the firemen who were with the train were next examined, but nothing of any consequence was got from them. The brakesmen maintained that they had used sand after the train increased in speed, but none of them admitted having jumped from the train. All except fireman Syed Bappoo, asserted that, on reaching the station, they had no idea of what had happened to them, but that certainly they had not jumped, for had they done so they would have been hung by the Sirkar. Syed Bappoo said he had gone over with the engine, and gave a fanciful description of how he had extricated himself from below an enormous quantity of *debris*.

One of the main line guards, named William Mather, was then examined at length. He stated that before reaching Khandala sand was used. He, however, could not say whether sand was used between Khandala and the Reversing Station, and stated his opinion that, though sand had been used, it would have done but little good, as owing to the oscilation of the train very little would have fallen on the rails. He could think of no other cause of the accident than the unusually heavy dew. Had the main line brakes which were left at Lanowlee, accompanied the train, they would, he thought, have been of some assistance in pulling up the train. Had there been a level siding two or three hundred yards long the train would have been easily pulled up. As to the rumoured looting of passengers' effects, he said that had any looting taken place it must have been done by the soldiers of the 3rd Cavalry who were in the train. He had seen these soldiers crowding about the *debris* and had ordered them away. He did not, however, think there had been any looting.

The Commission adjourned at 6 o'clock till next morning at 10 o'clock.

REPORT ON THE BROACH EXHIBITION.

THE following letter from Mr. A. F. Bellasis, Officiating Revenue Commissioner N. D., to Mr. F. S. Chapman, Chief Secretary to the Government of Bombay, is dated 1st February 1869:—

'I have the honour to submit, for the information of the Right Honourable the Governor in Council, Mr. Hope's report on the late Broach Exhibition.

This report gives so full a history of the Broach Exhibition from the date of its conception by Mr. Rogers to its close that it requires no comments from me.

To Mr. Hope, the Collector and Magistrate of Surat, the chief praise is due for his great and indefatigable labours in organizing and carrying out the detailed arrangements connected with the Exhibition. The grand camp and the camps of the numerous Chiefs of Guzerat were admirably arranged under his special directions. The bazaar was abundantly supplied, and ample provision of all kinds were sold at no more than ordinary market rates. The sanitary and the general police arrangements were also good, as evinced by no epidemic of any kind having broken out among the large concourse of people who were assembled, and by a total absence of robbery or crime of a serious character. In these latter arrangements Mr. Hope was ably seconded by Major Shortt, the Superintendent of Police.

Next to Mr. Hope, Mr. James Greaves deserves to be specially mentioned; for he not only gave up his cotton ginning factory for the use of the Exhibition, but devoted a great deal of his time and labour to promote it, and to the exertions of these two gentlemen the general success of the Exhibition is mainly attributable.

The special thanks of the committee are also due to the several gentlemen whose names are mentioned in the margin,* and who are mostly noticed in Mr. Hope's concluding paragraph.

To one and all of the above gentlemen I trust His Excellency the Governor in Council will be pleased to order a letter to be addressed, acknowledging the services and assistance rendered by them respectively in their several departments.

In conclusion, I may state that I propose to reserve a thousand rupees, if available, after the final balancing of the accounts, and therefrom to purchase and present a piece of plate to Mr. James Greaves as a token of the acknowledgment of the committee for his valuable services on the occasion of the Broach Exhibition of 1868, and also to reward a few others who were especially useful to the committee.

RESOLUTION OF GOVERNMENT—*Dated 26th Feb.*—A copy of this report should be forwarded to Her Majesty's Principal Secretary of State and to the Government of India.

The Right Honourable the Governor in Council has much pleasure in recording his sense of the energy and zeal with which Mr. Hope and his colleagues carried this undertaking to a successful termination.

The sanitary and police arrangements connected with the camp were excellent. It was no easy task to provide suitable accommodation for the large influx of Native Chiefs and their followers; and much credit is due to Major Shortt, the Superintendent of Police, for the efficient manner in which he performed this duty.

The acknowledgments of Government are specially due to Mr. Greaves for the public-spirited manner in which he placed his factory buildings at the disposal of the committee. His Excellency in Council is glad to learn that it is proposed to present this gentleman with a piece of plate in recognition of his services.

As suggested by the Revenue Commissioner, letters should be addressed to the other non-official gentlemen mentioned by him, expressing the thanks of Government for their exertions on this occasion.

The over-crowding that occurred at the opening of the Exhibition is to be regretted. Accidents of the kind are incidental to most public assemblages; and too much importance must not be attached to any inconvenience to individuals that arose from such a cause. The duty the district police had to perform was a novel one; and it would be well on any future occasion of the kind to secure the services of a few European constables from Bombay.

The financial results of the Exhibition are most satisfactory, and reflect much credit on Mr. Hope and the gentlemen associated with him.

The total proceeds amounted to Rs. 1,56,124, and towards this sum the Government contribution was only Rs. 15,000. There is a balance in favour of the committee of Rs. 3,426.

Mr. Hope in his report, which is a very lengthy document, sketches the origin, progress, and results of the Exhibition. We can find room for only a few extracts.

Our readers may probably wish to hear Mr. Hope's account of the opening, of which many of them must have a lively recollection. He says—

'The committee were unable, through the planking running short at the last moment, to complete the two temporary galleries to the whole length of the building as designed. In consequence of this not only were 350 sittings lost and 200 persons left without seats, as guaranteed, but the bars which were to have separated the Rs. 3 ticket-holders could not be put up, and many of the latter took seats though not entitled to them, thus displacing the proper claimants. On the other hand, people sat much closer together than had been calculated on. Outside the buildings circumstances which need not be here particularised caused a rush at the gates half an hour before the time fixed for opening, temporarily overpowering the police and rendering all passage of carriages and access impossible. The re-establishment of the line and clearing of the approaches by the police caused some inconvenience to those obliged to retire. The discomforts attending these contretemps both inside and out, which arose from causes entirely beyond the committee's control, and can be regretted by none more than by the committee themselves, may freely be admitted to have marred the success of the opening ceremony while it may at the same time be hoped that they will not be held by the public to outweigh the solid advantages secured to them by the Exhibition itself.'

Referring elsewhere to the arrangements made for the admission of native ladies, Mr. Hope says—

'The above admissions are exclusive of the native ladies, or rather of those of them who took advantage of the special arrangements made for their convenience, for several took season tickets, and entered with their families on the ordinary days. These arrangements were carried out by a committee composed of Mr. Premabhai Hemabhai, Mr. Jugjivandass Khushaldass, Mr. Burjorjee Merwanjee, Mr. Nundshunker Tooljashunker, and myself, and consisted in admitting native ladies, accompanying the gentlemen of their families, at Re. 1, and in reserving the mornings of the 26th and 28th, from 7 A.M. till noon, for ladies only, all males being excluded except those who were indispensable for showing the machinery and tending some of the stalls. On both days a number of European ladies, to whom the committee's best acknowledgments are due, attended and explained the various objects of interest. The admission was fixed at Re. 1, with half price for children. The extent to which these facilities were availed of is shown in the margin, and is very gratifying. [On the 24th and 25th 91, on the 26th 571, on the 28th 394, total, 1,056.] The girls' schools of the cities of Surat and Broach, comprising about 300 children, were admitted free.'

In regard to the "general results" of the Exhibition Mr. Hope writes as follows:—

'To offer any very decided opinion upon the results of the Exhibition would probably be premature. Those results, whatever they may be, must develope themselves indirectly and in the course of time, and we can now only infer what they may be. The Exhibition remained open longer than that held at Agra, and was quite as numerously attended in proportion to the capabilities of the two localities. Considering the means available and the cost incurred the display was greater. The population of Guzerat are intelligent and wealthy, and those who attended the Exhibition may on the whole be believed to have derived as much benefit as a brief view of such things is capable of imparting. It appears however an essential point to the effective action of Exhibitions that they should remain open for a much longer period than has hitherto been thought necessary, so that the cultivating classes may have time to hear repeatedly of them to be attracted to them, and to visit them in large numbers. This would involve what would be unpopular with exhibitors a prolonged detention of their goods, and a strictly enforced prohibition of the removal of sold articles before the closing. The increased sales, however, would probably compensate for the first evil, and the others could be counteracted by a well-organised registry of sales and a transit agency for the delivery of purchases. For lack of these conditions it is believed that the effect of these Exhibitions is narrowed and deep than it might easily be made. Still to those who are brought together it must be unmixed good not merely in direct information gained, but in the social intercourse afforded with other classes and districts, the removal of prejudice, and the interchange of ideas.'

* The following are the names referred to:—Brigadier General Tapp, C.B., Commanding the Northern Division of the Army; Colonel J. T. Barr, Resident at Baroda; Colonel W. W. Anderson, Political Agent, Kattywar; Colonel Adams, 13th Regiment N.I., Commanding Officer at Broach; Major Barton, Political Agent, Rewakanta; Major Law, Political Agent, Maykanta; Colonel Oldersham, Commanding Officer, Royal Artillery; Major Shortt, Superintendent of Police, Surat Districts; Messrs. Ellis, Cheetham, Arthur, Cotton, Gomestnan Ranchoredass, and Gopeekoo Dinshaw, Rao Saheb Narayan Bulwunt, Rao Saheb Bhicsajee Ramchunder, and Azim Narayen Krishnarao.

DELUSIVE STATISTICS.

IT is said (remarks the *Daily News*) that nothing is so delusive as statistics, and perhaps there are no statistics which seem more wild or provoke more incredulity than those which relate to legitimacy. We learn, for example, that in Vienna 51 per cent. of the births are illegitimate; that in Paris the percentage is 26 or 28; and that in London it is as low as 4. Are we, therefore, to conclude that Paris is six or seven times worse than London; and that Vienna, again, is twice as bad as Paris? We have no solution of the mystery to offer, but, naturally, when we find it stated that every second infant in Vienna is a bastard, that in Paris every fourth infant bears the same character, whilst in London it is only every twenty-fifth, we may express our astonishment and demand an explanation. The explanations which the statisticians have at hand seem utterly inadequate. They say that on account of the facilitos afforded by Foundling Hospitals and other institutions, Vienna and Paris offer peculiar attractions to the mothers of illegitimate children. But then, surely London also has its attractions for unfortunate women; and it must be added on the other side of the account that Vienna, Paris, and London—as the chief medical centres of Europe—offer advantages to *all* classes of mothers. We have not said a word about Edinburgh, another great medical centre, where the number of the illegitimate births is from eight to ten per cent. In England generally the illegitimate births may be given as five or six per cent. In Scotland they are eight or ten per cent. In Holland the rate is as low as four per cent. In the neighbouring Belgium it reaches seven per cent. France stands nearly on the same level as Belgium. Notwithstanding the pre-eminence of Vienna in bastardy, Austria, as a whole, is not worse than Scotland. In some of the German States, however, the percentages become very high. Thus, in Wurtemberg the percentage is 16; while in Bavaria it is 22. The differences are so remarkable that we seem to require a clearer explanation of them than has yet been afforded.

THE IRISH BISHOPS.

THE following memorial has been presented by the Irish Bishops to the Queen:—

"To the Queen's Most Excellent Majesty,—

"We, the Archbishops and Bishops of the Irish branch of the United Church of England and Ireland, respectfully approach your Majesty, humbly praying that your Majesty would be graciously pleased to grant to this branch of the United Church the same liberty of meeting in Convocation which is enjoyed by the English provinces.

"We have felt it our duty to lay the same request before your Majesty already, but we do it the more urgently at the present instance, seeing that measures are pending which most nearly affect the welfare of this Church, on which, while yet in debate, it seems only just that the Bishops and clergy should be able in a regular and constitutional manner to deliberate and express their judgment.

"We are further persuaded that, in the event of serious changes being made in the outward conditions of our Church, the consequences would be most disastrous if there were no such body already in existence, able to consult and advise the whole Church with authority in a crisis which at the best, must be full of difficulty and danger.

"And your petitioners will ever pray.

(Signed) "M. G. ARMAGH. "RICHD. C. DUBLIN.
"SAMUEL MEATH. "J. F. OSSORY & FERNS.
"R. DOWN. "ROBT. CASHEL.
"H. KILMORE. "WM. KILLALOE.
"CHARLES B. TUAM. "JOHN CORK.
"WILLIAM DERRY. "CHARLES LIMERICK."

It has received the following reply:—

"Whitehall, Jan. 29.

"My Lord,—I beg to inform your Grace that I have had the honour to lay before the Queen the memorial of the Archbishops and Bishops of the Irish branch of the United Church transmitted by your Grace to the Secretary of State on the 23rd of December last, and praying that Her Majesty would be graciously pleased to grant to that branch of the United Church the same liberty of meeting in Convocation which is enjoyed by the English provinces, and I regret to inform your Grace that Her Majesty's Government, after mature consideration of the memorial, do not feel justified in advising Her Majesty to accede to its prayer.—I have, &c.,

"H. A. BRUCE.

"His Grace the Archbishop of Armagh."

THE WAR IN NEW ZEALAND.

CAPTURE OF A PA.

THE *Hawkes Bay Herald* of the 9th January gives the following particulars of the fall of Ngatapa:—On the Monday and Tuesday the pa was shelled. One shell is said to have hit a Hauhau in the chest, and to have blown him to pieces, at the same time killing five others. Whilst the shelling was going on, the work of sapping in front of the place was proceeding vigorously, and the assailing party was close to the enemy's position on Monday night. The assult was made at daylight on Tuesday, Major Fraser and his men scaling the rocky ridge in the rear. There were not men enough to surround the hill upon the summit of which the enemy had taken position; and in consequence, he had begun to make his escape by dropping over the cliffs to the right. His immunity was very shortlived. Sixty of the enemy were left dead in the trenches, a good many of whom were killed by shell; and sixty more were destroyed in the pursuit. Among the dead are Nikaro and Rangiaho. The career of the former is well known, and it is said that £50 was given for his head. Rangiaho was at the head of a small body of Uriwerea some forty or fifty in number. This party, in the pursuit, made a stand in the bush, but were attacked by the Ngatiporo, and eighteen killed. Unfortunately the arch villain Te Kooti was among the number who escaped, but the pursuit was being briskly followed up, and there was little chance of his ultimate escape. Eighty prisoners were taken, fourteen of whom were men, the rest women and children. The enemy would appear to be nearly out of food, and to have had very little ammunition left. A few watches, some clothing, and £50 or £60 in money, part of the Turanga plunder, were found in the place. The old men, women, and children were fearfully emaciated, the law having been lately that, provisions being short, only the best fighting men should be fed. Ngatapa is a wedge-shaped mountain, originally covered with bush and dense scrub to the top

to me. Every Sunday I had to paste the school's books for the children. It sometimes took me hours. I was sometimes employed in mending carpets, and had to sit on the floor. The other sisters were not so employed. At another time I had to paper the crevices in the floor, on Sunday, when lay sisters were in the room. On another occasion I was engaged three or four hours on a Sunday cleaning some iron bedsteads. The continuance of such work on Sundays would naturally be looked on unfavourably in the community. On Corpus Christi, which is a great festival of the Church, I had to sweep the corridor. Plaintiff went on to complain of her diet, which she said at dinner was almost always mutton.

The Lord Chief Justice—Do you mean that it was got specially for you, and that the others had different meat?

Plaintiff—Yes, it was so. I had always mutton except on two or three occasions. Sometimes I was unable to eat it, and then it would be brought the next day. The bread, too, which was given me was often quite stale, and sometimes I had dry crusts. Once I rejected a mouldy piece, and it was brought to me the next day, and I had to acknowledge leaving it as a fault.

The Lord Chief Justice—Did the other sisters (as you say you apologized for leaving mouldy bread) did they have to eat it?

Plaintiff—No; never that I heard of. She went on to describe other grievances she alleged she had sustained in the convent. Her food, she said, was not the same either in quantity or quality as the others got. While she was at Hull she was engaged at the out-schools. On one occasion Dean Trappes spoke to me at the schools. I bowed, and left him. I mentioned the circumstance to Mrs. Star when I returned, and said I thought it rude. She said she did not care how rude or vulgar any one was to me. On one occasion I said a few words to the woman at the schools, which I mentioned when I got back, and which Mrs. Star reproached me for, and I had to apologize for it on my knees, as a breach of the rules. On another occasion the Rev. Mr. Dwyer, of Huddersfield, and the Rev. Mr. Riddell came and spoke to the woman at the schools, and Mr. Riddell spoke to me, and asked if I was ill, and I said "No." He asked me how long it was since I left Clifford, and I answered by asking the woman at the school, and she answered. When I got back to the convent Mrs. Star told me I had broken my vows, and I had to acknowledge it as a fault before the chapter, and she reproved me for it before them all, and said I was only to look upon myself, as a pupil teacher. I had orders not to speak to any one, and to observe the directions given to me by a sister. After I returned to Hull I never had a cell to myself. I had not sufficient bed-clothes to keep me warm at nights, and Mrs. Star rebuked me for putting my clothes upon the bed to keep me warm.

The Lord Chief Justice—Did she say why she objected?

Plaintiff—No.

The Lord Chief Justice—What bedclothes did you have?

Plaintiff—Two blankets. The others had two pairs and a half. Plaintiff went on to say that soon after she came back to Hull part of her clothes were taken from her, and she was not allowed, she said, to change her clothes, so as to appear clean and tidy like the other sisters. She afterwards saw Mrs. Kennedy wearing some of the things taken from her—one of her coifs for instance. She had to wear vestments old and worn out.

The Lord Chief Justice—Who supplies the clothes worn in the house?

Plaintiff—They are supplied by the establishment as required. I never remember seeing any other sister wear clothes worn as I wore them. One night, as I was half undressed washing myself in my cell, Mrs. Star walked in, and demanded a shirt or a dress which my mother had given me. She took it from me, and I afterwards saw it on another sister, while I had another not half so warm, which I had to wear throughout the winter. Mrs. Star said she had given mine to another sister, and that I should never have it again. In October, 1865, additional clothing was served out to the other sisters preparatory to the winter, but I had none. I asked for additional clothing but was refused, and was told to wear what I had "for my sins." On one occasion I asked leave to mend my stockings, and was refused. Mrs. Star took from me some tunics my mother had given me, and I afterwards saw one on a lay sister. At another time Mrs. Star took off the outside covering of my stays. I had to take my dirty clothes every Saturday night to Mrs. Star's cell, and receive my change of clothes. I had to stand at the door and wait about the corridor. She said on one occasion that she would not send them to me there, as every one wanted to get rid of me. I don't remember what answer I made. My hands were chapped and swollen and I was told by one of the sisters to put a little tallow grease on them; but Mrs. Star rebuked me for it, and I believe I had to acknowledge it as a fault.

The Lord Chief Justice—Are you not certain? Don't let this rest on Mrs. Star unless you are certain of it. Do you really mean that you had to acknowledge that as a fault?

Plaintiff—I am almost certain I had to acknowledge it as a fault. I also had to take off some rags I had put upon a cut finger?

The Lord Chief Justice—Do you mean that your rules are so strict that you can't put a piece of rag upon a cut finger?

Plaintiff—I never knew it complained of in any one else.

The Lord Chief Justice—You were not conscious that you were violating any rule?

Plaintiff—No, my lord. She went on to state that she had to put a thimble on a cut finger, and she said, "Oh, reverend mother, is not that cruel?" She was prevented from mending her own clothes, and was at last reduced to one pair of stockings, which were in holes. She had had boots quite worn out, and which she had to fasten on by pieces of string. She had better pair given to her when some one was coming to see her, but they were taken from her after the visit and not returned until just before the commission issued.

It was now nearly half-past 4.

The Lord Chief Justice said he had to attend another judicial inquiry, and therefore he could not sit longer. They must begin again at 10 to-morrow. (A laugh.)

One or two of the jury, as his lordship was passing the witness-box, said something to him, upon which, addressing the counsel for the plaintiff,

The Lord Chief Justice said—The jury say they have heard enough of this kind of evidence, and the sooner you come to the latter part of the matter, perhaps, the better. There may be contradictory evidence on some of these matters I am aware. Still, I think it would be better to come as soon as you can to matters nearer the conclusion.

The counsel for the plaintiff promised to do their best to this end.

The Court then adjourned.

FEBRUARY 5.

The case was resumed to-day.

This was the third day of hearing, and, judging from the time the plaintiff's evidence has already taken and the number of witnesses to be called on both sides, the case will occupy at least four days more.

Susannah M. Saurin's examination continued—I had prayer books for my own use, which I kept in the chapel, but they were removed and others substituted. I had a MS. book of private devotions. Generally the sisters retain them until death, but mine was taken away, and I saw it in the hands of a lay sister. All the blank interleaves of my books were taken out. I was only allowed to look at the letters from my friends a few minutes before the bell rang, and then they were taken away from me and sometimes destroyed. The greater part of the letters was obliterated with ink. One from my father was served in that manner. Mrs. Star had that letter. (It was called for, but not produced.) Two of my sisters are Carmelite nuns. Letters were shown to me professing to come from them. Sometimes I was allowed to have them. My sisters' correspondence ceased after a certain time.

By the Lord Chief Justice—There was a rule that the sisters could write once a month, but there was no limit to the number that might be received.

Examination continued—About 30th May, 1865, I reached the convent from school, about four o'clock. I had a little tea and bread, and then I went to the Community-room. In passing Mrs. Star's room she called me in. Mrs. Kennedy was there. The door was then closed. Mrs. Star desired me to take off my clothes. I hesitated for a few moments, and then I remembered my vow of obedience. I then took off my veil, jacket cincture, and beads. I waited a little while between each, but he hurried me, and helped to pull them off, and examined each article. She unhooked a pocket and pulled it very roughly from me and threw it to Mrs. Kennedy. I asked her to let me have my handkerchief that was in it, as I was crying, and Mrs. Kennedy gave it to me. Mrs. Star then directed me to take off my skirt and stays. I did so, but each article she rudely pulled from me. Each article as it was taken off was examined. I never saw my pocket nor the contents afterwards. Mrs. Star undid my last skirt and examined me.

The Lord Chief Justice.—Did she convey to you for what purpose?

Plaintiff—No, my lord. She dragged the scapular off my neck and also a small rosary I was wearing. She then threw me back some of my clothes to put on. I did so; and, when dressed, I left the room by her orders. My examination book, which contained evidence relative to confession, was in my pocket. (The articles produced were taken from my desk, except one examination book that was in my pocket.) About the 1st or 2nd of December, 1865, I was sitting at work in the morning in the community-room. Mrs. Star came into the room, and by her orders I went into the small room adjoining, and in the presence of Mrs. Dawson, now a community sister (Sister Mary Winneford), but then a novice, I had to undress standing opposite the open door, with the sister constantly communicating with Mrs. Star. My clothes were all taken off, except my inside tunic. This occupied a considerable time. I was standing all the time and felt very cold. I put a sheet over my shoulders, but Mrs. Star rudely pulled it off. She told Mrs. Dawson she could not tell how I could stay in the house, and that I might go as soon as I liked. She appealed to Mr. Ker to know if it was not in July that the bishop wrote to her saying that he had got a dispensation to absolve me from my vows; that she was to be ready for a quick dispatch and to have a secular dress ready for me, but she said she had had it prepared for a long time. The bell rung for prayers. I asked permission to write to my friends. She refused, but later in the day she came to me, took an old letter out of her pocket, tore off the fly-sheet and gave it to me, saying, I had a quarter of an hour in which to write a note to my mother, but I was not to attempt to ask her to come and see me, because she did not want to be annoyed by her. I wrote a letter and gave it to Mrs. Star, but I don't know what became of it. I was astonished at being dispensed from my vows, and on the Sunday following she gave me permission to write to the bishop. I asked for an envelope, but she said she knew her duty, and would send it herself. I expressed a wish in the letter to see the bishop. I got no answer to that letter until I received notice of the commission. I had a serious illness in September, 1865, and on one occasion during the month I was so ill that I could not kneel in chapel. I worshipped seated, when Mrs. Star ordered me a high seat in front of her. She knocked me with a book on the head or shoulder during mass. She frequently did it. Just before the commission much writing was going on in Mrs. Star's room. Every sister received a ring from the bishop at her profession. It is regarded with peculiar reverence by them, and is looked on as a symbol of the Church. I wore it on the third finger of the left hand. In August, 1865, Mrs. Star told me I had left some threads on the mat in the corridor, and then she asked me for my ring. I was greatly surprised. I, however, moved it a little way down my finger, when she pulled it away, and I never saw it after. This occurred after my Jesuit brother called. When he called I had not seen him for eight years. Mrs. Star the following morning touched me with the book before mass was concluded, and told me I was not to go to Holy Communion that day, but she gave me no reason why I should not go. She made a sign to me after mass to follow her. I did so, and when I got to the door, she put a quarter-hour sand glass in my hand, as is usual when friends frequently call, signifying the time to be allowed to be together. I never knew of any limited time being fixed in the case of relatives. Mrs. Star opened the visitor's room and pushed me in, where I found my brother. I remained with him half an hour. On the following morning Mrs. Star asked me why I did not acknowledge staying so long in the reception room with my brother as a fault. I said I thought I had permission. She told me she had had a long interview with my brother. I did not see him again. From that time I never saw the bishop. The Rev. Mr. Matthews came in November, 1865. On the 1st January, 1868, there was much writing going on between Mrs. Star, Mrs. Kennedy, and Mrs. Kar, both in the library and the community room; and on the 2nd of January, Mrs. Kennedy handed me a note from the bishop announcing the commission. I afterwards destroyed it. It did not state the day when the commission would meet; for I wrote to know the day, and asked what I was charged with. I also expressed in my letter to him my wish for him to be present, and that I would abide by his decision. He replied there were breaches of my vows, with which I had been over and over again reproached.

The Roman Catholic Bishop of Beverley was called and I produced the letter.

Examination continued—I was never furnished with a list of the charges to be made against me, and no opportunity was given to me to prepare for the commission, but it was refused. I asked for a private room because I could not write in the community-room whilst the sisters were talking, and I was not permitted to go to my cell; and at that time a sister followed me wherever I went. The rules prevented my retiring to my cell. The time of the sisters is so occupied that they can only go to their cells by special permission, except during recreation time. I had a day when my rev. uncle came. A short time before the commission Mrs. Star went to Liverpool. When she returned she said that probably I little thought she would hear of what I had told my Jesuit brother, but she had been told every word of it. She said she had seen the Rev. Mr. Porter. She asked me if I had told my rev. brother that she had whipped me. I said, "Yes;" and that it was the first time I had mentioned it. She replied that if she had taken me from the top of the house to the bottom by the hair of the head, I ought not to have mentioned it. I asked, as is usual if I might renew my vows on New Year's Day. She said she did not know how she could, but she believed I had been absolved from them. She thought, however, I might, because she did not think I could be absolved from my third vow without my consent. She took away the printed renewal and gave me a piece of soiled paper upon which to copy it. I would rather die than leave the convent of my own free will, but it pleased God to leave me at her mercy, and she might do as she pleased. She said I can't put you out. I said I will die where I am. This occurred in my cell when I was sitting up in bed. Mrs. Kennedy threatened me with all kinds of vengeance from God and the bishop. Mrs. Star checked her. They then all left. Mrs. Star afterwards came again to my cell with a similar dress. I refused to put it on, and it was taken away. She came in again with lay sister Mary Collingwood and said she could not have me with the sisters, and that I must go to the bath-room. Mrs. Star followed me there. I remained there until April. I had no fire allowed me. It was very cold. I was not allowed any religious books. A sister was with me day and night. The sisters had plenty of warm clothes and hot water bottles for their feet. Mrs. Star took away a piece of carpet I used for warmth. I was removed to an attic by direction of Mrs. Kennedy, where I found Mrs. Star. It was always used as a lumber-room and it was very dark. The bed in it was dirty and I had to use the sheets that had been used in the bath-room from the previous February. When I was removed to the attic a sister slept in the corridor, and a rope was attached to the attic-room door and her bed. A sister sat in the attic door in the character described by the Solicitor-General in his opening statement.

[The reports of the case received by the English mail break off at this point.]

PATENT THERMOTERION.—For keeping Food Warm in the Nursery, Sick Chamber, or when Travelling. Being a treble Cylindrical tin vessel in the centre compartment of which is placed the glass food receptacle, the second compartment is then filled with boiling water and screwed down. The outer compartment or air jacket insulates the hot water and prevents radiation or dissipation of heat. By the use of this apparatus food can be kept sufficiently warm for ten hours. Price complete with Food Glass Rs. 10.
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Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in Irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public speakers and vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.
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Haughton's the Three Kingdoms of Nature	8 0
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Lardner and Harding's Optics. New edn	3 12
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Collins's Primary Atlas	0 8
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Bombay, 2nd March 1869. CHESSON & WOODHALL.

HOLLOWAY'S PILLS.—Disordered Stomach.—Who can with certainty predict the ultimate issue of a disordered stomach if it be neglected? Fever, diarrhœa, and even cholera, are often the penalties of such neglect. It should be everywhere known that Holloway's Pills effectually prevent these disastrous consequences. This purifying medicine should be taken at once, to stem the formidable symptoms, or the opportunity of doing so may be lost for ever, and a few days' delay even may be fatal. Each succeeding dose gradually regulates the stomach, liver, and bowels. When the weather is sultry, the system weakened, and malaria abundant, the digestion and its organs should be kept in order by treatment so simple, yet so productive of comfort, security, and strength.

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DISCOUNT.

On Government Bills	7 per cent.
On Private Bills and Notes	Not exceeding 60 Days. Exceeding 60 Days.
On Loans on deposit of Government Paper, Bullion, or Railway Shares	10 per cent. 11 per cent.
	7 per cent. 8 per cent.

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On Fixed Loans on deposit of Government Paper, Bullion, or Railway Shares	7 per cent. 8 per cent.
On ditto ditto ditto Goods or Shipping documents for Goods	10 do. 11 do.
On Cash Credits, on Security of Government Paper, Bullion, or Railway Shares, subject to a Commission of 1 per cent on the amount of Credit	8 do. 9 do.

The Bank is prepared to arrange Credits to be negotiated through its Agencies in the Cotton Districts.
Bombay, 23rd February 1869.

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On London at 6 months' sight	2s. 1/8d.	Per Rupee.
,, 3 do.	1s. 11 7/8d.	do.
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On Ireland do.		
On Paris do.	1s. 11 7/16d.	do.

Circular Notes payable throughout Europe. 1s. 11 7/16d. do.
No Drafts at four months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.
All Treasury Drafts, Hoondees and other orders for realization, to be endorsed "Pay the Oriental Bank Corporation, or order."
Any information as to rules of business may be had on application at the Office, or by letter to the Agent.
KURRACHEE SUB-AGENCY.
An Agency of the Corporation has been opened at Kurrachee, where Deposits are received on the same terms as at Bombay. The Agent also buys Bills on England and elsewhere, and grants Drafts on he Head Office and Branches of the Corporation.
Bombay, 18th February 1869.

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LONDON BANKERS—Union Bank of London.
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Are made up to the 30th June and 31st of December in each year, and if the balance has not at any time during the half year been below Rs. 1,000, interest at the rate of 2 per cent. per annum is allowed on the minimum monthly balances. No interest is allowed on sums above one lac.
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Subject to 3 months' notice of withdrawal 3 per cent. per annum.

6	ditto	4 ditto.
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Hours of Business—10 to 3; Saturdays 10 to 1.
G. W. BOOKER, Manager, Delhi and London Bank, Limited.
Bombay, 16th February 1869.

COMPTOIR D'ESCOMPTE DE PARIS.—(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th April 1854.)
Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by amended Act of 1867.

Subscribed Capital	£3,200,000
Paid up Capital	3,200,000
Reserve Fund	800,000

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Bourbon (Reunion).	Shanghai.
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,, ,,—The Belfast Banking Company.
The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.
CURRENT DEPOSITS.
These will be made up to the 30th June and 31st of December in each year, and if the balance shall not at any time during the half year have been below Rs. 1,000, interest at the rate of 2 per cent. per annum will be allowed on the minimum monthly balances. No interest will be allowed above one lac.
Deposits for fixed periods are received at interest, particulars of which may be obtained at the Bank, or further information as to rules of business, may be had on application to the Manager.
All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."
E. J. HARDCASTLE, Acting Manager.
9, Rampart Row, Bombay, 19th February 1868.

AGRA BANK (Limited).—Capital—£1,000,000 (One Million Sterling).
In 100,000 Shares of £10 each.
HEAD OFFICE—Nicholas Lane, Lombard Street, London, E.C.
Edinburgh Branch—17 St. Andrew Square.
BRANCHES IN INDIA.

Calcutta	Agra.	Kurrachee.
Madras.	Bombay.	Lahore.

The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months sight at 2/4 per Rupee

6	do.	2s. ,,
3	do.	1/11⅞ ,,
2	do.	1/11⅞ ,,
1	do.	1/11 11/16 ,,
On demand		1/11⅞ ,,
On Scotland		1/11⅞ ,,

No drafts at six months' sight are granted for sums under £50, and sums under £20 are only drawn for on demand.
On Deposits repayable on demand will be credited half-yearly (on 30th June and 31st December) at the rate of 2 per cent. per annum on the minimum monthly balances during the half year, and upon all accounts the balances of which have not during the six months fallen below Rs. 1,000. When such has been the case, no interest will be allowed.
On Fixed Deposits subject to 3 months' Notice of withdrawal 3 per cent. per ann.

Do.	6 do.	4
Do.	12 do.	5
Do.	24 do.	6

The Bank takes charge of Government Paper and other Securities for constituents without charge.
All Drafts or Hoondies for awarded for realisation should be made payable to the Agra Bank (Limited), or order.
Hours of business, 10 to 3; Saturday, 10 to 1.
EDWARD MORRISS, Manager.
Bombay, 19th February, 1869.

NATIONAL BANK OF INDIA (Limited). Established in India 1863, and Incorporated under the English Companies Act of 1862, 23rd March 1866.
Authorised Capital—Two Millions Sterling.
Subscribed Capital £928,200
Paid-up Capital £464,100
Reserve Fund ..... £ 38,000
HEAD OFFICE.
80, King William Street, London.
BRANCHES AND AGENCIES.
Calcutta, Bombay, and Madras.
EDINBURGH DEPOSIT AGENCY.
Agents—Messrs. Dalmahoy & Cowan, W.S.
GLASGOW DEPOSIT AGENCY.
Agents—Messrs. Couper, Mackenzie & Innes, Solicitors.
BOARD OF DIRECTORS.
John Borradaile, Esq., 26, Gloucester Place, Portman Square.
J. R. Boyson, Esq., late Solicitor to the Government of Madras.
R. O. Campbell, Esq., of Messrs. Binny & Co. Madras, late President Bank of Madras.
W. S. Fitzwilliam, Esq., late Member of the Supreme Legislative Council of India
W. E. Frere, Esq., Bombay Civil Service, late Member of Council Bombay Government.
R. P. Harrison, Esq., late Controller General of Accounts for India, and Government Director, Bank of Bengal.
E. W. Wingrove, Esq., late of Calcutta.
CHIEF MANAGER—R. O. SAWER, ESQ.
LONDON BANKERS.
The Bank of England
and
National Provincial Bank of England.
AGENTS IN SCOTLAND,
British Linen Company Bank.
AGENTS IN IRELAND.
Provincial Bank of Ireland.
RULES OF BUSINESS OBSERVED AT BOMBAY.
EXCHANGE.
The Bank grants Drafts on London, Calcutta, and Madras at the current rates of Exchange. It also negociates and collects Bills payable in those places. Instructions respecting Family Remittances are carefully attended to, and when requested, and the necessary particulars are furnished, the Bank will forward First Copy of the Bill direct to the parties in England.
CURRENT DEPOSIT ACCOUNTS.
The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on customers' daily balances from Rs. 500 up to Rs. 100,000.
FIXED DEPOSITS.
The Bank receives Money, on Fixed Deposit, and allows Interest thereon as follows:—
On Deposits subject to 3 months' notice of withdrawal 3 p er cent.
,, 6 ,, 5 ,,
,, 12 ,, 6 ,,
All remittances should be made payable to the Manager, National Bank of India (Limited), who will be glad to afford any further information respecting the Bank's terms of business.
By order of the Directors,
JAMES WINDRAM, Manager.
National Bank of India, Bombay, 19th October 1868.

FOR SALE.

FOR SALE, at the Office of this Paper, price Rs. 4, RULES relating to the WINDING-UP of JOINT STOCK COMPANIES, made by the High Court of Judicature at Bombay, pursuant to Section 189 of the Indian Companies' Act 1866.

METAL MART BOREE BUNDER.—Now landing, fresh Fire Clay, Fire Brick, and Portland Cement.
Thomas Perry and Sons' Fire Proof Safes and Deed Boxes.
Lowmoor Iron Plates.
Leather Belting, Suction and Delivery Hose.
Patent Duplex Punches, to punch ½ inch Plate Iron.
Cast Iron Piping, 2 inches to 12 inches diameter.
Wrought Iron Piping.
Lead Piping and Sheet Lead.
Plate and Bar Iron.
Galvanised Corrugated Iron, Nos 16, 18, 20 and 24 Gauge, daily expected and orders now being registered.
Estimates given for every description of Iron Work and Machinery.
W. NICOL & Co.

KINLOCH and ALLAN, IRON MERCHANTS.
Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Pig and Sheet Lead.
Lead and Wrought Iron Pipe.
Cast Iron Pipes.
Contractors' Tools.
Crab Winches.
Wrought Iron Hand Pumps.
Hardware.
To close an account the remaining portion of a shipment of Handsome Cast Iron Railings will be sold cheap.
Orders for all sorts of Iron Work promptly and quickly executed.
MAIN'S "PATENT" CONTINUOUS BAR FENCING.
This Fence is now univ sally admitted to be the best and most secure that can be adopte d; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.
As compared with a Wire Fence its advantages are—
1st. Its greater strength and weight. The Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured; and what is of great importance, it is visible to animals, and thus accidents by animals running against the Fence are, in general, prevented.
2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground, and by ordinary labourers.
3rd. No "Straining Pillars" or other "Extras" for curves are required.
KINLOCH and ALLAN, having been appointed Sole Agents for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Netting, Ornamental Gates, Railings, &c., &c.
Bombay, 8th February 1869.

FOR SALE.

FOR SALE.—VOLS. I. AND II. OF THE ORIENTAL RACES AND TRIBES, Residents and Visitors of Bombay.—A Series of Photographs, with Letter-Press Descriptions. By WILLIAM JOHNSON, Bo. Uncov. Civil Service.
Vol. I.—Gujerat, Kuteh, and Kattiawar.
Vol. II.—Maharashtra, or Mahratta Country.
Price per Volume 5 Guineas—Rs. 52½.
Bombay, 6th Feb. 1869. CHESSON & WOODHALL.

FRESH! FRESH!! GIG or DOG CART HARNESS, just imported by Overland Mail.
H. R. Baxter begs to inform his patrons and the public of the rcsh receipt of an Invoice of the above on everlasting plates.

HARRIS'S Leather, Plate, and Steel Stuffs, in great varieties, may be had always of the undersigned.
HIRJEERHOY RUSTOMJEE BAXTER.
No. 26, Meadow Street, Fort, Bombay.

CORN FLOUR.

	Cash. Rs. as	Credit. Rs. as.
Brown and Polson's per lb.	0 14	1 0
Kingsford's Oswego per lb.	0 14	1 0

FRESH BY EVERY MAIL.
TREACHER & Co. (Limited).

CHEESE.
BY EVERY WEEKLY STEAMER.

	Cash. Rs. as.	Credit Rs. as.
Finest Double Gloster, mild and delicate, from 26 to 30 lbs. each per lb.	1 0	1 2
Do. do. cut	1 2	1 4
Berkeley, Cheddar, and North Wilts from 7 to 10 lbs. each, per lb.	1 1	1 3
Stilton, from 12 to 16 lbs. each, per lb.	1 4	1 8
Fine, from 5 to 6 lbs. each, per lb.	1 2	1 4

TREACHER & Co. (Limited).

FOR SALE, on Commission, at the Rooms of BOMANJEE DOSSABHOY, Commission Agent, next to the Book and Tract Society, Esplanade:
The properties of Gentlemen.
A second-hand English-built four-seated open Carriage with lamps and pole by Laurie and Marner.
A nearly new four-seated miniature Brougham by Corden and Sons.
A very light English-built small four-seated open Carriage by E. Davis.
The properties of Officers.
A second-hand English-built Park Phaeton with moveable driving box, and can be converted into a Brougham at pleasure.
A nearly new four-seated miniature Brougham with lamps and shaft.
Just Landed.
Two first class Clarence, by Laurie and Marner and Thorn.
The Properties of Gentlemen.
A very handsome nearly new English-built Mail Phaeton, with Lamps, Pole, and Shaft, by Laurie and Marner.
A second-hand Cab Buggy on C Springs, by James Henderson, Glasgow.
A first-rate English-built four-wheeled Dog-cart, with Lamps and Shaft, by Rogers and Co.
Just Landed.
A very handsome and small light park Phaeton, on C Spring, by Messrs. Nass Brothers, Longacre.
The Property of Gentlemen.
A nearly new Malvern Dog Cart, painted dark green, by McNaught and Smith.
Just Landed.
1 first-class high-wheeled Malvern Dog Cart, with folding heads, Collenge patent Axles, lacewood Shafts, painted dark blue, and lining to match, by Windover.
And also,
The Properties of Gentlemen.
A nearly new English-built Cab Buggy, with Lamps.
The Property of H. Birdwood, Esq., Registrar of the High Court, proceeded to England
A double-barrelled Gun, by B. Morrison.
The above Gun to be seen at the rooms of the undersigned.
Also,
A nearly new English-built four-seated Open Carriage, with Lamps and Pole, by H. Black & Co.
The Properties of Officer.
1 nearly new Malvern Dog Cart, with Lamps, by McNaught and Smith.
Also,
A nearly new four-seated Miniature Brougham, with surrounding double venetians and circular Glasses on front, Lamps and Shaft, by Thorn.
A second-hand English-built Mail Phaeton or Waggonnette with Lamps and Shaft.
The Property of a Gentleman.
A nearly new and very light Madras-built Office Shigram, with Lamps, Pole, and Shaft, by Todd & Co., Madras.
Just Unpacked
A fresh batch of Plated and Brass mounted Buggy, Dog-cart, and Gig Harnesses.
The Property of a Gentleman proceeded to Europe.
A nearly new first-class Boat-shaped four-seated Open Carriage, painted dark green, lining to match, with enamel leather spare Top for Sun, Lamps and Pole, by Edwin Kesterton.
Just Landed.
2 very handsome Four-seated new Cab Phaeton, painted dark green, and dark blue lining to match, with Lamps, Pole, and Shaft, by Jones of Southampton.
Also, the Property of a Gentleman proceeded to England.
A nearly new light Palkhee Office Shigram with Lamps.
A nearly new Waggonnette.
Just Unpacked,
A few sets of best different coloured Kersey Horses' Clothings, Pads or Saddle Cloths for Single and Double Harnesses, Whip Sockets on Springs, Clips or Reinholders, some of them are with Rubber Springs, Bradley's Plate Powder in tin boxes, Coach and Gig Harness Leather, spare Head and Reins for Single Harness, Horse Brushes, Sami Leathers, &c.
And also,
A fresh batch of Children's single and double-seated Perambulators with highly furnished linings, folding-heads, aprons with double springs.
The Property of a Gentleman.
2 very small self-driving Pony Phaeton with Lamps